

SERIAL NO. **B 22781**

Survey Requested by SBA shipyard Vessel Owner or Agent Ashland OIL Date 8-11-81  
Vessel AOYR 92 Type of Vessel Tank Barge Specific Location of Vessel SBA Dock Mementauk  
Last Three (3) Cargoes Petroleum Paraffin Wax Test Method JW Comb. Time Survey Completed 10:00 AM

~~Job #~~ - Work order -

Cargo Tanks 1,2,3 - - - clean in way of work  
Safe for hot work with  
water hose on standby ventilate.

Wing Tanks (1x2) (P+S) - - - safe for workers  
Safe for hot work.  
Ventilate. Have water hose  
on standby.  
(3x4) (P+S) - - - black oil residue NOT  
SAFE FOR HOT WORK.

Heating Coils - - - Air blown

Cargo Lines - - - secure. NOT SAFE FOR HOT WORK

Rain Shield - - - insulation below deck NOT SAFE FOR HOT WORK

Rakes - - - safe for workers. Safe for hot  
work. Ventilate

In the event of any physical or atmospheric changes adversely affecting the STANDARD SAFETY DESIGNATIONS assigned to any of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned Marine Chemist.

**QUALIFICATIONS:** Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

**STANDARD SAFETY DESIGNATIONS** (partial list, paraphrased from NFPA 306-1980, Subsections 1-6.1 through 1-6.4, and Subsection 5-3.2).

**SAFE FOR WORKERS:** Means that in the compartment or space so designated: (a) the oxygen content of the atmosphere is at least 19.5 percent by volume; and that, (b) toxic materials in the atmosphere are within permissible concentrations; and that, (c) the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

**NOT SAFE FOR WORKERS:** Means that in the compartment or space so designated, the requirements of Safe for Workers has not been met.

**SAFE FOR HOT WORK:** Means that in the compartment so designated: (a) oxygen content of the atmosphere is at least 19.5 percent by volume, with the exception of inerted spaces or where external hot work is to be performed; and that, (b) the concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (c) the residues are not capable of producing a higher concentration than permitted by (b) above under existing atmospheric conditions in the presence of fire, and while maintained as directed on the Marine Chemist's Certificate; and further, that, (d) all adjacent spaces containing or having contained flammable or combustible materials have been cleaned sufficiently to prevent the spread of fire, or are satisfactorily inerted, or, in the case of fuel tanks or lube oil tanks or engine room or fire room bilges, have been treated in accordance with the Marine Chemist's requirements.

**NOT SAFE FOR HOT WORK:** Means that in the compartment so designated, the requirements of Safe for Hot Work have not been met.

**SAFE FOR REPAIR YARD ENTRY:** Means that the compartments and spaces of the flammable cryogenic liquid carrier so designated: (a) have been tested by sampling at remote sampling stations, and results indicate the atmosphere to be above 19.5 percent oxygen, and less than 10 percent of the lower flammable limit, or (b) are inerted.

**CHEMIST'S ENDORSEMENT.** This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with NFPA 306-1980 Control of Gas Hazards on Vessels and have found the condition of each to be in accordance with its assigned designation.

"The undersigned acknowledges receipt of this Certificate under Section 2-3 of NFPA 306-1980 and understands conditions and limitations under which it was issued."

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed John W. Mercer  
Name

Company SBA

Date 8-11-81

Signed J. T. Arrington 588  
Marine Chemist

Certificate No.

NOTE: THIS CERTIFICATE IS VALID ONLY ON MARINE VESSELS

No 598

SBA SHIPYARDS, INC.

# Work Order

WHITE-OFFICE  
BLUE-JOB  
GREEN-SMAIHALL  
YELLOW-WAREHOUSE

W O # 598  
HULL No. 598

PREPARED BY: Raeis Smahall DATE \_\_\_\_\_  
NAME OF VESSEL OR EQUIPMENT: Tank Barge A.O. - 92 and/or  
owners - Ashland Oil Inc. - 1139 - Rodin Ave.  
OWNER: Baton Rouge, La. 70806 - CUST. ORDER NO. Rev. Bradford  
DATE STARTED 8-11-81 DATE COMPLETED \_\_\_\_\_

DATE BILLED \_\_\_\_\_ INVOICE NO. \_\_\_\_\_

WORK TO BE DONE:  
1. Dry Dock. 200' x 35' - Double skin  
Tank Barge -  
2. 9a Free Certificate  
3. Pump water from Roker and Wump  
4. repair leak in gly Roker  
and - #1 - Port Wump Tank -

SPECIAL MATERIAL TO BE ORDERED:  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

SUB-CONTRACTS-OUTSIDE WORK:  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



SERIAL NO. **B 23097**

Survey Requested by SBA SHIPYARD Vessel Owner or Agent Asuland Oil Date 8/12/81  
Vessel AOER Co #91 Type of Vessel TANK BARGE Specific Location of Vessel SBA/JENNINGS Co  
Last Three (3) Cargoes WAX Test Method JWS COND Time Survey Completed 12 Noon

Bow Rake } WATER AND mud - 0% LEL  
STERN RAKE }

Wing Void <sup>D.B.<sup>1/2</sup></sup> #15 - 0% LEL - light oil on water  
CLEAN FOR HOTWORK

Wing Void <sup>D.B.<sup>1/2</sup></sup> #1P - 0% LEL - WATER BOTTOM

Wing Void <sup>D.B.<sup>1/2</sup></sup> #2-3-4 (P.S) 0% LEL -  
FLOAT COAT ON WATER

CARGO TANKS #1-2-3 - 100% EXPLOSTUE X  
BLOW OUT WITH AIR BLOWERS

CHEMIST TO REINSPECT BEFORE HOTWORK

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Signed \_\_\_\_\_ Name \_\_\_\_\_ Company \_\_\_\_\_ Date \_\_\_\_\_ Signed \_\_\_\_\_ Marine Chemist \_\_\_\_\_ Certificate No. \_\_\_\_\_

NOTE: THIS CERTIFICATE IS VALID ONLY ON MARINE VESSELS



SERIAL NO. **B 22790**

SBA Shipyard

Ashland Oil

8-13-81

Survey Requested by

Vessel Owner or Agent

Date

AO & R 91

Tank Barge

SBA Dock Mermentauville

Vessel

Type of Vessel

Specific Location of Vessel

Paraffin Wax

JW Comb

1:30 PM

Last Three (3) Cargoes

Test Method

Time Survey Completed

Job # - 597

Rakes, - - - Safe for workers. Safe for hot work with ventilation.

Wing Voids (1,2) (Pis) - - - Safe for workers. Safe for hot work with ventilation. Have fire watch. Remove insulation from work area.

(3 & 4) (Pis) - - - product residue. NOT SAFE FOR HOT WORK

Heating Coils - - - steamed

Cargo Lines - - - secure. NOT SAFE FOR HOT WORK

Void below Rain shield - - - NOT SAFE FOR HOT WORK

CARGO TANKS 1,2,3 - - - hard product residue. Safe for workers with ventilation

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Name

Company

Date

Marine Chemist

Certificate No.

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SERIAL NO. **B 22790**

SBA Shipyard

Ashland Oil

8-13-81

Survey Requested by

Vessel Owner or Agent

Date

AO & R 91

Tank Barge

SBA Dock Mermentauville

Vessel

Type of Vessel

Specific Location of Vessel

Paraffin Wax

JW Comb

1:30 PM

Last Three (3) Cargoes

Test Method

Time Survey Completed

Job # - 597

Rakes, - - - Safe for workers. Safe for hot work with ventilation. Have fire watch. Remove insulation from work area.

Wing Voids (1,2) (Pos) - - - Safe for workers. Safe for hot work with ventilation. Have fire watch. Remove insulation from work area.

(3 & 4) (Pos) - - - product residue. NOT SAFE FOR HOT WORK

Heating Coils - - - steamed

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Void below Rain shield - - - NOT SAFE FOR HOT WORK

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Signed

Name

Company

Date

Signed

Marine Chemist

Certificate No.

NOTE: THIS CERTIFICATE IS VALID ONLY ON MARINE VESSELS





# S. B. A. SHIPYARDS, INC.

P. O. Box 1386

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

Tank Barge A0-91 and/or Owners and/or Charterers  
Ashland Oil, Inc.  
1139 Rodin Drive  
Baton Rouge, La. 70806  
Att: Mr. Bradford

INVOICE NO. 8-8

WORK ORDER NO. 597

DATE Aug. 31, 1981 19

P. O. NO.

## RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract; in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Futhermore, we undertake to perform work on vessels and provide berth, warfage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

Invoice for steaming vessel to remove cargo, gas freeing for hot work,  
and repairs as per attached sheets.

Total labor and materials.	\$ 34,602.00
4% State & Parish Taxes.	1,384.08
Invoice Amount-----	\$ 35,986.08

Checked By

*Paul Marshall*

*Paul*



Aug. 31, 1981

Tank Barge A0-91 and/or Owners and/or Charterers  
 Ashland Oil, Inc.  
 1139 Rodin Drive  
 Baton Rouge, La. 70806

Att: Mr. Rob Bradford

Invoice for steaming vessel to remove cargo, gas freeing for hot work, and repairs as per attached sheets.

1. Furnish labor and equipment to move vessel from slip to gas free dock for steaming, started steaming 8/10/81 @ 8:30 Am., steamed hot cargo till 6:30 PM. 8/12/81, around clock, assisted connecting hoses, barge to barge and disconnected hoses when complete.  
 46 hrs. @ \$135.00 per hr. labor, equipment and natural gas, for boilers. \$ 6,210.00
2. Furnish gas free Chemist to check vessel found hot, gas free and clean #1 interbottoms, wash mud and silt from fwd. rake and insulation and rust and mud from after rake tank, draft main cargo tanks, recall Chemist for inspection 2nd. time, Chemist 2 trips. 370.00
3. (A) Dry dock 200' vessel and undock, after, testing and repairs. 800.00  
 (B) 6 lay days to complete gouging, cleaning and repairs @ \$80.00 per day. 480.00
4. Steel work as required to repair, and as requested by Mr. Bradford, #1 stb. interbottom, stb. fwd rake tank after rake tank, side sheets and misc. welding also section of stb. headlog, at pushing knee.

Materials used:

1 - pc 3" x 3" x 5/16" angle 4' diag. 25#  
 196' of 6" x 4" x 3/8" bottom and side longt. 2471#  
 28' of 6 x 4" x 3/8 angle #1 interbottom angles, 344#  
 1 - pc. bulk head insert 5'-6" x 4'-6" x 3/8" plate 394#  
 1 - pc. 3' x 1'-6" bulk head insert 73#.  
 24' of 10" - 20# channel cords, 480#.  
 1 - pc. 9'-6" x 6" channel side cord @ 10.2# = 98#.  
 3 - pcs. 4' x 3' x 3/8" bkt. materials 551#.  
 4 - pc. 24" x 4' x 3/8" flanged bkts. 490#.  
 1 - pc. 5'-6" x 2'-8" flged. bkts. 240#.  
 7 - pc 15" x 15" x 1/2" bkts. - 35#.  
 1 - pc. 1'-6" x 2' x 3/8" bkt. 49#.  
 1 - 3/4" x 4' x 3' head log & push knee plate. 365#.  
 1 pc. 5/8" push knee plate 2'-6" x 1'-6" = 106#.  
 1 - pc. formed 1/2" plate knuckle with transiom.  
 31' x 6' = 3794#.  
 1 - pc. bottom 3/8 plate 8' x 28' = 3427#.  
 1 - pc. 6" x 4" x 3/8" ANGLE - knuckle x 15' = 186#.  
 30' of 7" x 3/8" flat bar, P/S after rake.  
 Side sheet, rub pads, 321#.  
 1 - pc. 2'-3" x 1'-8" & 1 pc. 2'-3" x 3' x 3/8" plate.  
 Inserts for wash holes, fwd. and after rake tank 168#.  
 Total steel weight item 4, repairs = 13.557# @ 27¢ lb.  
 920 man hrs. @ \$20.00 per man hr.  
 Oxygen, gas, rods,

\$ 3,660.00  
 18,400.00  
 562.00



5.	94' of bottom seam and butt welding, stern transion and port bow rake knuckle @ \$5.00 per len ft. labor and materials.	\$	470.00
6.	Cut holes in port side of fwd. rake and 2 holes in after rake to remove mud, and insulation for repairs and checking. 38 man hrs. @ \$20.00 per hr. labor and materials.		760.00
7.	Furnish labor and equipment to do necessary grinding for sonic gouging barge as outlined and instructed by Mr. Bradford, cut test holes as required by U.S.C.G., test holes welded inside and out. 21 man hrs. @ \$20.00 per hr. labor. Lafayette testers inc. Sonic gouging.		420.00 385.00
8.	Air fwd. and after rake and #1 interbottom tanks to 1½" air soap and water spray to test repairs. 38 man hrs. @ \$20.00 per hr. labor and materials, & supplies.		760.00
9.	Repair grating on deck of vessel with grating supports, replace 6' x 2' x 3/4 x 3/16" walk way grating, install wood block stops, where hatches holing, insulation deck covering, patch with fiberglass aprox. 35 holes in deck, covering, 44 man hrs. labor @ \$20.00 per hr. Grating , angle fiberglass and glue .		880.00 85.00
10.	Light brush with sand epoxy coat bad areas of tank insulation covering and areas of repairs. 18 man hrs. @ \$20.00 per hr. labor and materials.		360.00
	Total labor and materials.	\$	34,602.00
	4% State & Parish Taxes.		1,384.08
	Invoice Amt.	\$	35,986.08



S.B.A. Surprinds 8-12-81

W00 597

Tank Barge. A.O. 91 and/or owner and/or charter  
Ashland Oil Inc. - 1139. Rodin Drive, Baton  
Rouge, La. 70806 -

Repair - as requested by - Mr Rob. Bradford  
and U.S.G. requirements.

1. Vessel in yard. 7-29-81 - placed in slip for  
watching until A.O. 92. Arrive on Monday. 8-10-81 -  
Shifted Barge. Gas Free Plant and started steaming  
to heat product. (Cold work.). Steamed from 830  
Am. 8-10-81. Continuously - till 630 Am. 8-12-81.
2. Gas Free chemist cert. Gas Freeing as reqd for Hot work.
2. (A) Dry dock Vessel for Repair and undock -  
(B) lay days on moving Railway - to complete  
repairs and testing.
4. Steel Work Reqd. # 1 St B inter Bottom tank,  
St B. Bow Rake, and Stern Transom -  
Crop and renew -
  5. Pls -  $5 \times 3\frac{1}{2} \times \frac{3}{8}$ " Bottom hump. ls  $\times 21'$
  - 1 - Bottom plate -  $9' \times \frac{3}{8} \times 29'$
  - 1 - Pl. Formed Knuckle -  $6'-6" \times \frac{1}{2} \times 33'$  -  
with transom -
  - 1 - Pl.  $4' \times 1'-6" \times \frac{3}{8}$  Plate Push. knee -
  - 1 - Pl.  $2' \times 1'-6" \times \frac{3}{8}$  - - -
  - 1 - Pl. Head log. Insert -
  - 1 - Pl.  $5' \times 30" \times \frac{3}{8}$  web. Bracket.
  - 1 - Pl.  $5' \times 5 \times 3\frac{1}{2} \times \frac{3}{8}$  = angle
  - 1 - Pl.  $16' \times 6" - 8.2\#$  Channel - (use 7" of 106")
  - 7 - Pls.  $15" \times 15" \times \frac{3}{8}$  Bkt -
  - 7 - Pls.  $4" \times 4" \times \frac{3}{8}$  angle. Post.
  - 2 - Pl.  $3" \times 3" \times \frac{3}{8}$  - diag.
  - 2 - Pl.  $9' \times 10" - 15.3\#$  Channel Bottom Cords
  - 2 - Pl.  $1'-6" \times 4' \times \frac{3}{8}$  Flanged Bkt -
  - 5 - Pls.  $2' \times 4' \times \frac{3}{8}$
  - 8 - Pls.  $\frac{3}{8}$  plate  $8" \times 9"$  wide - 4 per side  
over Frame Pls - on side sheets - Corner Fwd -  
across Bkt.



4

Date:

Code:

44	LEROY FONTENOT	9 20	4 60	13 80	6 90	82 80
1692	STEVE BREWSTER	8 25	4 13	12 38	6 19	74 25

0

0

17 45

26 13

2

8 Hrs P.S.

139.60

9 Hrs P.S.

157.05

10

10	LESSIN LEBLANC	8 75	4 38	13 13	6 57	78 75
1449	RANDALL FONTENOT	7 95	3 97	11 92	5 96	71 55
1270	JEAN STATER	7 75	3 87	11 62	5 81	69 75

24 45

36 67

3

8 Hrs P.S.

195.60

9 Hrs P.S.

220.05

J.T. Hrs.

J.T. \$



5. Cut Holes in Fwd Bulk - to wash. Mud and insulation from Fwd Bulk and after Bulk out 4'-deep with insulation + mud - sand, and.

6. USCG. Inspections -

7. Furnish labor to do necessary grinding for Sonic grapping vessel as Requested by. R.B. Brindley, Brown Test. Holes - as requested; Reveal inside and out Holes cut. Furnish Sonic grapping by. Lafayette Testers.

8. Repair or replace grating #1-Cargo Tails - top - around Hatches.

9. Light Sand Sweep rusted areas around walls way and Apply Black Epoxy to rusted areas - on Rain shield -



Date:

[illegible]

.T. Hrs.

. I . S



8-12-81

Tanks Barge. 40-91 - SBA. WO. 597  
200 x 35 x 15' - Double skin Vessel -

gas firing unit  
315-00  
36006  
7000

1043  
580  
180  
803  
# depend 1/2 & 3/4 -  
# Bul pulp  
# 14000  
# addit 2

1. Furnish - Labor - Equipment to move Vessel and yard and to gas firing facility -  
Furnish - Steam and Clock - Starting Monday morning at 8:30 till 6:30 AM. Wednesday -  
Morning - Connect up and disconnect discharge -  
Pump. Water from #1 - into ballast &  
after Rake - when Dry docked. Wednesday

8-12-81 -

46. hrs @ 135<sup>00</sup> per hr - Labor

Equipment - Natural gas for firing Boiler - 6210<sup>00</sup>

2. Furnish Gas Free Chemist Cost - For Hot works 185<sup>00</sup>

3. (A) Dry dock Vessel and undock after repairs and testing of Repaired areas

200' @ - 4.50 Per hour foot → 900<sup>00</sup>

- (B) - Estimate 6 lay day - @ 80<sup>00</sup> per day 480<sup>00</sup>

4. Steel - work Required due to grinding

in St B. Side - Fwd Rake & #1 - Tanks -  
and repairs to stem transom & ballast side. & Sub

Sheet 12-435<sup>00</sup> @ 200 Per # Hour -

24,870<sup>00</sup>  
32,645<sup>00</sup>

- 5.

cut Holes - work - Product cleared &  
mountain Fram - Rake tank  
4% slate & portrite. q-m

1200<sup>00</sup>  
33,845<sup>00</sup>  
3,000<sup>00</sup>  
35,845<sup>00</sup>





LIST OF EMPLOYEES OUT & IN

Wednesday 8-5, 1981

PAGE # 1

[illegible]



No 597

SBA SHIPYARDS, INC.

# Work Order

WHITE-OFFICE  
BLUE-JOB  
GREEN-SMAIHALL  
YELLOW-WAREHOUSE

W02  
HULL No. 597

PREPARED BY: Ronnie Smarshall DATE 7/29/81  
NAME OF VESSEL OR EQUIPMENT: Tank Barge AO-91 and/or  
owner and/or charter, (Shlud) Oct 6.  
OWNER: \_\_\_\_\_ CUST. ORDER NO. ROB - Bradford  
DATE STARTED when Barge arrives DATE COMPLETED \_\_\_\_\_  
and we are notified - DATE BILLED \_\_\_\_\_ INVOICE NO. \_\_\_\_\_

## WORK TO BE DONE:

1. (a) Barge will arrive our yard 7/30/81.  
and is loaded with. Way-  
Vessel has approx 5'x6' Hole in  
Bottom or P. ke. Tank. also has  
fracture in B.H.D. leaking some water  
into wings - will have to be watched  
and Pumped if Necessary -  
(B) will have AO-92. in abt  
7 to 10 days. at which time we  
will Steam Heat the AO-91 and  
they owner will transfer into AO-92

2. Gas Free AO-91 as reqd -

## SPECIAL MATERIAL TO BE ORDERED:

3. Certificate (Gas Free)  
4. Dry Dock and lay days  
5. Repair as required to Hole in  
Bottom. Seetpad. Sheet

## SUB-CONTRACTS-OUTSIDE WORK:

6. HSC 9. if requested.  
7. Sonic Gauging - and grade -  
in For Same  
8. Repair starting girding #1 Cargo Hatches -  
Repaint - with. Bhd. = Rusted Area of Rain Coat





# LAFAYETTE INSPECTORS, INC.

P. O. BOX 53873, O.C.S.  
LAFAYETTE, LA. 70505  
PHONE  
233-9664 - LAFAYETTE

M/V

RAKE

	RAKE				
	.220	.230	.190		
	RAKE	RAKE			
	.210 .350 .335	.330			
.310	.380	.335	.330		.315
.380 .222 .360	.300 .330	.370	.330		.315 .270
.222 .360 .365	.350	.335	.245		.220 .230 .275 .355
.380 .215 .290	.355 .365 .335	.345	.325		.245 .220 .330
.370 .260 .295	.350	.325	.370		.235 .310 .365
.350 .240 .280	.375 .355	.340	.343		.260 .210 .500
.360 .240 .210	.270 .385	.365 .350 .380			.195 .270 .510
	stem transom				
.150 .205 .200	.230 .305	.385	.340		.165 .170
	.550 .540 .520				
	.265 .490 .210				
	.265 .355 .280 .190 .280				

STARBOARD

DATE

TECH.

Primary Doll-022

COMPANY

Lafayette Inspectors, Inc.





SERIAL NO. D 46251

Survey Requested by SIBA SY Vessel Owner or Agent ASHLAND OIL Date 1-16-87  
Vessel T 1701 Type of Vessel TANK BARGE Specific Location of Vessel SIBA/TENNIS 4A  
Last Three (3) Cargoes CRUDE OIL Test Method O<sub>2</sub> / LEL / VISUAL Time Survey Completed 1:30 pm

BOW RAKE  
FORWARD VOID  
STERN RAKE

SAFE FOR WORKERS - SAFE FOR HOTWORK

CARGO TANKS  
1-2-3-4 P/S

SAFE FOR WORKERS - SAFE FOR HOTWORK

TRIM TANK

DECK SLOP TANKS - CLEAN - SAFE FOR WORKERS  
SAFE FOR HOTWORK

CARGO LINES & DEEPWALL - WASHED & DRAINED

PORTABLE AIR VENTILATION REQD. IN WORK TANK.  
(MIN. 500 CFM)

In the event of any physical or atmospheric changes adversely affecting the STANDARD SAFETY DESIGNATIONS assigned to any of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned Marine Chemist.

**QUALIFICATIONS:** Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

**STANDARD SAFETY DESIGNATIONS** (partial list, paraphrased from NFPA 306 Subsections 1-6.1 through 1-6.4, and Subsection 5-3.2).

**SAFE FOR WORKERS:** Means that in the compartment or space so designated: (a) the oxygen content of the atmosphere is at least 19.5 percent by volume; and that, (b) toxic materials in the atmosphere are within permissible concentrations; and that, (c) the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

**NOT SAFE FOR WORKERS:** Means that in the compartment or space so designated, the requirements of Safe for Workers have not been met.

**SAFE FOR HOT WORK:** Means that in the compartment so designated: (a) oxygen content of the atmosphere is at least 19.5 percent by volume, with the exception of inerted spaces or where external hot work is to be performed; and that, (b) the concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (c) the residues are not capable of producing a higher concentration than permitted by (b) above under existing atmospheric conditions in the presence of fire, and while maintained as directed on the Marine Chemist's Certificate; and further, that, (d) all adjacent spaces containing or having contained flammable or combustible materials have been cleaned sufficiently to prevent the spread of fire, or are satisfactorily inerted, or, in the case of fuel tanks or lube oil tanks, or engine room or fire room bilges, have been treated in accordance with the Marine Chemist's requirements.

**NOT SAFE FOR HOT WORK:** Means that in the compartment so designated, the requirements of Safe for Hot Work have not been met.

**SAFE FOR REPAIR YARD ENTRY:** Means that the compartments and spaces of the flammable cryogenic liquid carrier so designated: (a) have been tested by sampling at remote sampling stations, and results indicate the atmosphere tested to be above 19.5 percent oxygen, and less than 10 percent of the lower flammable limit, or (b) are inerted.

**CHEMIST'S ENDORSEMENT.** This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with NFPA 306 Control of Gas Hazards on Vessels and have found the condition of each to be in accordance with its assigned designation.

"The undersigned acknowledges receipt of this Certificate under Section 2-3 of NFPA 306 and understands conditions and limitations under which it was issued."

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed

Name

Company

Date

Marine Chemist

Certificate No.

20M-4-86

NOTE: THIS CERTIFICATE IS VALID ONLY ON MARINE VESSELS

Printed in U.S.A.

CUSTOMER COPY





# S. B. A. SHIPYARDS, INC.

P. O. BOX 1386

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

TANK BARGE "S-3"  
and/or charters and/or owners  
ASHLAND PETROLEUM COMPANY  
10175 MAMMOTH AVENUE  
BATON ROUGE, LOUISIANA 70814

ATT: MR. ROBERT (ROB) BRADFORD

INVOICE NO. 2 - 2 (87)

WORK ORDER NO. 998

DATE FEBRUARY 17TH 1987

P.O. NO. V 1488

## RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Futhermore, we undertake to perform work on vessels and provide berth, warfage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

WE INVOICE YOUR ACCOUNT FOR REPAIRS TO YOUR TANK  
BARGE "S-3" AS PER ATTACHED SHEET.

\$ 4,869.00

NO SALES TAX--EXEMPT CERTIFICATE  
FURNISHED:

CHECKED BY

*[Signature]*

*[Signature]* 4-13-87



INVOICE # 2-1 (87)  
WORK/ORDER # 998  
February 17th, 1987  
P/O # V 1488

TANK BARGE "S-3"  
and/or charters and/or owners  
ASHLAND PETROLEUM COMPANY  
10175 MAMMOTH AVENUE  
BATON ROUGE, LA. 70814  
Attention: Mr. Robert (Rob) Bradford

Invoice for cleaning; docking and repairs as requested by your  
self and Darrel Landry as follows;

1. Gas free and clean slop barge safe for men, safe for fire, blow steam coils, drop pipe lines, clean oil and trash from after deck, resecure cleanout hatches after inspection and repairs.	
86 man hours @ \$18.00 per man hour- - - - -	\$ 1,548.00
Chemical, fuel for boilers- - - - -	785.00
2. Furnish gas free chemist certificate- - - - -	250.00
3. Dry dock and undock vessel-repairs billed at time and half rate for saturday work 150' @ 4.00 per len foot - - - - -	600.00
4. Steel work as requested by Darrel. Fwd rake and side sheets P/S, Fwd & after corner knuckles, patches and welding	
49 man hours @ \$24.00 per man hour- - - - -	1,176.00
168# Plate- - - - -	42.00
Oxygen-rods-gas - - - - -	84.00
5. Test cargo piping and bow rake, tighten leaking packing glands.	
16 man hours @ \$ 24.00 per man hour - - - - -	384.00
TOTAL LABOR AND MATERIAL - - - - -	\$ 4,869.00





**ASHLAND PETROLEUM COMPANY**  
DIVISION OF ASHLAND OIL, INC.

**ROBERT A. "ROB" BRADFORD**

GULF COAST COORDINATOR  
FLEET OPERATIONS

10175 MAMMOTH AVE.  
BATON ROUGE, LA 70814

OFF. (504) 927-7255  
RES. (504) 272-4288



N<sup>o</sup> 998

SBA SHIPYARDS, INC.

# Work Order

WHITE-OFFICE  
BLUE-JOB  
GREEN-SMAIHALL  
YELLOW-WAREHOUSE

WFO 998  
HULL No. \_\_\_\_\_

PREPARED BY: Chris Imahire DATE 2-11-87

NAME OF VESSEL OR EQUIPMENT: TANK BARGE (S-3) - And/or  
owners.

OWNER: Island out Co - CUST. ORDER NO. Port Bradford

DATE STARTED 2-11-87 - DATE COMPLETED \_\_\_\_\_

DATE BILLED \_\_\_\_\_ INVOICE NO. \_\_\_\_\_

## WORK TO BE DONE:

1. Gas free and Clean Slop Barge  
Safe for new rope for fire  
blow steam coils - drop  
pipe line -

2. Gas free Cert -

3. Parshel dock to hook up  
Fwd. Take Knuckle - and  
side sheet

## SPECIAL MATERIAL TO BE ORDERED:

## SUB-CONTRACTS-OUTSIDE WORK:



Survey Requested by SBA S.Y. Vessel Owner or Agent ASHLAND OIL Date 3-30-87  
Vessel HBL 3011 Type of Vessel TANK BARGE Specific Location of Vessel SBA/FLANNING LA.  
Last Three (3) Cargoes COAL TAR Test Method O<sub>2</sub>/L<sub>EL</sub>/VISUAL Time Survey Completed 2:00 PM

BOW RAKE  
STERN RAKE

WING DOUBLE BOTTOMS  
# 4-5-6 P/S

CARGO TANKS  
# 1-2-3

SAFE FOR WORKERS  
SAFE FOR HOTWORK

WING DOUBLE BOTTOMS  
# 1-2-3 - P/S

SAFE FOR WORKERS - SAFE FOR HOTWORK  
FIREWATCH WITH CHARGED FIREHOSE  
REQD. FOR HOTWORK ON BOTTOMS.

STEAM COILS - BLOWN - SAFE FOR HOTWORK

CARGO LINES & DEWUZZ - WASHED & DRAINED.

PORTABLE AIR VENTILATION REQD. IN WORK TANK.  
(MIN. 500 CFM)

In the event of any physical or atmospheric changes adversely affecting the STANDARD SAFETY DESIGNATIONS assigned to any of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned Marine Chemist.

**QUALIFICATIONS:** Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

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**CHEMIST'S ENDORSEMENT.** This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with NFPA 306 Control of Gas Hazards on Vessels and have found the condition of each to be in accordance with its assigned designation.

"The undersigned acknowledges receipt of this Certificate under Section 2-3 of NFPA 306 and understands conditions and limitations under which it was issued."

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed

Name

Company

Date

Signed

Marine Chemist

Certificate No.

20M-4-86

NOTE: THIS CERTIFICATE IS VALID ONLY ON MARINE VESSELS

Printed in U.S.A.

CUSTOMER COPY





# S. B. A. SHIPYARDS, INC.

P. O. Box 1386

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

TANK BARGE "H B L 3011"  
and/or charters and/or owners  
ASHLAND PETROLEUM COMPANY  
10175 MAMMOTH AVENUE  
BATON ROUGE, LOUISIANA 70814

ATT. MR. DARRELL LANDRY

INVOICE NO. 4-3 (87)

WORK ORDER NO. 999

DATE APRIL 23RD 19 87

P. O. NO. V-1716

## RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract; in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Futhermore, we undertake to perform work on vessels and provide berth, warfage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

Invoice for plate and structural - repairs and  
U.S.C.G. inspection on your Barge HBL 3011 as  
per attached sheets:

\$ 43,867.00

checked By

*[Signature]*

*[Signature]*

INVOICE # 4-3 (87)  
WORK/ORDER # 999  
APRIL 23RD, 1987  
PURCHASE/ORDER # V-1716

TANK BARGE "H B L 3011"  
and/or charters and/or owners  
ASHLAND PETROLEUM COMPANY  
10175 MAMMOTH AVENUE  
BATON ROUGE, LOUISIANA 70814

ATT: MR. DARRELL LANDRY

Invoice for plate and structural - repairs - U.S.C.G.  
INSPECTION AND OWNERS INSPECTION .

1. Gas freeing and cleaning products from main tanks,  
wings and bottom and rakes--safe for men and safe for  
fire  
1883 man hour @ \$13.50 per man hour- - - - - 25,421.00  
boiler fuel, chemical, protective clothing, crane  
service for removing products from barge to land - - - 4,447.00
2. Chemist gas free certificate - - - - - 250.00
3. Dry docking and lay days for repairs, testing &  
painting, shifting service - - - - - 1,650.00
4. U. S. C. G. Bi-Annual and drydocking:- - - - - 600.00  
(a) Signs, draft marks, name, etc.  
(b) Remote shut down  
(c) P/V valves, bolts, nuts & gaskets  
(d) 3" Nipple for P/V valves, etc.  
Material and supplies- - - - - 285.00
5. Plate and Structural used, internal repairs as marked  
by owners rep and U.S.C.G. inspector;  
534# 6" 10.5 channel  
989# 3/8 plate  
186# 3 x 3 x 3/8 angle  
86 # 4 x 3 x 3/8 angle  
1795# plate and structural, oxygen, gas, welding rods  
1795# @ \$2.50 per lb- - - - -L & M - - - - - 4,488.00  
Internal pick up welding - as marked  
205 len feet @ 4.50 per len ft.- - - - - L & M 923.00
6. Testing and repairing heating coil in cargo tanks  
labor and material- - - - - 1,400.00
7. Testing cargo tanks, including Bhd, wings & inter bottom  
and fwd & after rake tank-U.S.C.G. witnessed- - - - - 1,800.00
8. Assist sonic gauging barge- - - - - 36.00
9. Reweld external knuckle, butts, laps & seams as per U.  
S.C.G. after blasting 396len ft. @3.50 per len ft L&M - 1,386.00

CONTINUE ON PAGE #2



PAGE # 2

continue with barge HBL 3011

10.	Test cargo piping main tanks and deck header, found cracked 10" valve, installed new owner furnished valve, modify reach rod, opened and closed hatches for saybolt inspector- - - - -	360.00
11.	Install 18 - J bolts internal deck where cleaning machines hung labor and material - - - - -	425.00
12.	Cut angles in wings back from side sheet as directed by owners rep. labor and material - - - - -	396.00
TOTAL LABOR AND MATERIAL - - - - -		<hr/> 43,867.00

W O # 999 HBL - 3011  
 Plate & Structural - Repairs  
 USCG. & Owner - Inspection - INV 4-3(87)

1. Gas Filling & Cleaning - Remote From -  
 main tanks. Wipe & Bottom, & Pick  
 Safe For New, Safe For fire - 25,427.00  
 Labor 1883 mh @ B. Rate 25,427.00  
 B. is fuel-chemicals, Protective  
 Clothing, Crane service - For removing  
 Products From Barge - to land 4447.00  
 29869.00
2. Chemist - Gas free Certificates - \$ 250.00
3. Dry docking & lay days For Repairs &  
 testing & Painting - started Sunday 1650.00
4. USCG. Bi-Annual & Drydocking  
 (A) Signs, draft marks - Name etc -  
 (B) Remote Saut down -  
 (C) P/V. Valves, Bolt Nuts - Gaskets -  
 (D) 3" Nipples For P/V. Valves - 24 - 600.00  
 materials & Supp 285.00
5. Plate & Structural renewals, including  
 Picking welds - Pick ups -  
 (1) Stem Plates - 25 Weld. pick up (12') - 2-Pcs  
 $3 \times 4 \times \frac{3}{8}$  L. x 3 each = (51#), refit  $6' \times 4' \times \frac{3}{8}$  Angle -  
 (2) #6 STB - 15 - W. P. U. = (8)  
 (3) #5 STB - 10 - W. P. U. = (5) - 1-P.  $6' \times 1.4' \times 15.3'$   
 RT. Frame insert = (45#)  
 (4) #4 STB - 15 P. U. upld. = (8) - 1-P.  $6' \times 1.4' \times 15.3'$   
 Frame insert = (45#) - 2 -  $12' \times 12' \times \frac{3}{8}$  Blt = (14#)  
 refit one  $4' \times 6' \times \frac{3}{8}$  - Bottom angle -



#5 Plate & Structural work. Internal repairs  
as marked By - owner Rep and USCG.  
Inspector -

534 # - 6" - 10.5 # channel

989 #  $\frac{3}{8}$ " plate -

186 # 3 x 3 x  $\frac{3}{8}$  Angle

86 # - 4 x 3 x  $\frac{3}{8}$ "

1795 # Ade. Structural -

Oxygen gas, welding rods

1795 # @ 250 per lb - 4487.00

Internal Pick up welding - as marked -

205 lbs feet @ 4.50 per lb foot - →

Weld - 923.00



1- Bldg Insert -  $1.5 \times 1.5 \times 12.8^{\#} = (39^{\#})$

1- R.  $3/8" \times 3 \times 3 \times 1.10^{\#}$  angle  $\times 7.2^{\#} = (8^{\#})$

(5) #3 STB. 15- W.P. 4s.  $(8^{\#}) = 4' \text{ of } 6" \text{ Channel } 10.5^{\#} = (42^{\#})$

1- R.  $3 \times 3 \times 3/8 \text{ Ls. } 7.2^{\#} \times 22^{\#} = (14^{\#})$

(6) #2. STB 15- W.P. 4s.  $(8^{\#}) = 3-9" \times 15" \times 3/8 \text{ Bkt. } (27^{\#})$

# BWP. gage & rework 9' Brck.  $(9^{\#})$

(7) #1- STB 20- W.P. 4s.  $(10^{\#}) = 1- R. 6' \times 1.5 \times 15.3^{\#} \text{ Br}$

Bottom Form Insert -  $(138^{\#})$

(8) Row. Rake 30- weld Pick up  $= (15^{\#})$  1- BWP.

brck. - From large tank. Br Insert.  $1.6 \times 1.6 \times 12.8^{\#} = (33^{\#})$

1-  $1' \times 3' \times 12.8^{\#}$  Br. Bottom Insert  $= (38^{\#})$

2- Per  $1.3 \times 1.10 \times 15.3^{\#}$  Side Cord Insert.  $(44^{\#})$

1- R.  $1.2 \times 2' \times 15.3^{\#}$  Deck Insert  $= (20^{\#})$

2- Deck Bkt. Hgt.  $2' \times 1.6 \times 15.3^{\#} = (98^{\#})$

3' g.  $4' \times 3' \times 3/8" \text{ Deck Angle } 8.2^{\#} = (25^{\#})$

(9) #1. Post. 1- R.  $9 \times 1.3 \times 15.3^{\#} \div 2$  Bkt.  $(8^{\#})$   $\phi$ -weld on

BWP -  $(6^{\#}) = 10' \text{ of } 10.5^{\#} 6" \text{ Channel } (105^{\#})$

1- R.  $3' \times 3' \times 3/8" \times 1.10 \text{ Angle } = (8^{\#})$

(10) #2. Post. - 4- Per  $1.10 \times 7.2^{\#}$  angle  $(32^{\#})$

1-  $7' \text{ of } 10.5^{\#} 6" \text{ Channel } = (24^{\#})$  - 4- weld Pick up  $(2^{\#})$

(11) #3. Post. Gage & weld BWP & Bottom Brck and in

large tank -  $(12^{\#})$  - 25- weld Pick up  $(13^{\#})$  -  $6.5 \times 10.5^{\#} \text{ Channel } (68^{\#})$

2- R.  $1.10 \times 7.2 \times 15.3^{\#} \text{ Angle } (15^{\#})$  - 1- R.  $9 \times 1.3 \times 15.3^{\#} \div 2 = (8^{\#})$

(12) #4. Post 17- weld Pick up  $(9^{\#})$  - 2- R.  $9' \times 1.5 \times 15.3^{\#}$

frame inserts  $(184^{\#})$  -  $(6^{\#})$  BWP. welding.

(13) #5. Post - 4- weld P. up.  $(2^{\#})$  - 3-  $1.10 \times 7.2^{\#} \text{ L } (24^{\#})$  -  $10' \text{ of } 10.5^{\#} \text{ L } (105^{\#})$

(14) #6. Post 11- W.P. 4s.  $(6^{\#})$  -  $1.10 \times 7.2^{\#} \text{ L } (8^{\#})$  -  $10' \text{ of } 10.5^{\#} \text{ L } (105^{\#})$

1-  $12" \times 12" \times 3/8 \text{ Bkt. } \div 2 = (8^{\#})$

Total Plate & Structural Steel  $= 1415^{\#} @ 2.50^{\#} = 5006^{\#}$

134 lin feet of reworking @  $4.00^{\#} \text{ per lin foot} =$

$536^{\#}$   
 $5542^{\#}$



6. Tarring & Repairing Heaving Port in Cargo tanks - ~~estimated~~ L&M 1700<sup>00</sup>
7. Testing - Cargo tanks, including B&O, Comp. & Dry Bottoms and Fwd & after Rake tanks - USCG. ~~estimated~~ 1800<sup>00</sup>  
~~1600<sup>00</sup>~~
8. Blast to Good metal - Sides, Bottom, Rake. Head Log - & Stem transverse apply owner Signal - Buff Primer to 3 1/2 mils & 10 to 12 mils of Black Epoxy -  
 300 x 52' = 15,600  $\Phi$  - Bottom -  
 300 x 12' x 2 = 7200  $\Phi$  Sides - } 23,736 x .65 = 15,428<sup>00</sup>  
 Bow Head Log 52' x 6' = 312  $\Phi$  -  
 Aft. Head Log 52' x 12' = 624  $\Phi$  - }  
 Re-Spray.
- Includ Band  
white around  
of base  
Quot Price

Assist ~~Sonic~~  
 9. Sonic ~~Quot~~  
 Base -  
 Bridge City ~~Tex~~

9m Free & Clearing - 23,736<sup>00</sup>  
 29,868<sup>00</sup>  
 52,955<sup>00</sup>  
 36<sup>00</sup>  
~~26,104~~  
 55,972<sup>00</sup>  
 29,868<sup>00</sup>  
 26,104<sup>00</sup>

10. Reweld - External Bulbs, Laps & Seams as per USCG. after Blasting 396 lbs fuel @ 350 lbs/cu foot. L&M - 1386<sup>00</sup>
11. Test. Cargo Piping main tanks and decks Header - Found Cracked 10" Valve installed New owner Valve modifying hatch rod - Open and Close Hatches For Sagbolt Inspector. 360<sup>00</sup>
12. Install 18 - J Bolts decked decks where cleaning machines being L&M - 425<sup>00</sup>









# S. B. A. SHIPYARDS, INC.

P. O. Box 1386

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

Tank barge H B L 3011  
and/or charters and/or owners  
ASHLAND PETROLEUM COMPANY  
10175 MAMMOTH AVENUE  
BATON ROUGE, LA. 70814

ATT: MR. DARRELL LANDRY

INVOICE NO. 4-3a (87)

WORK ORDER NO. 999

DATE APRIL 23RD 19 87

P. O. NO. V-1716

## RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract; in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Futhermore, we undertake to perform work on vessels and provide berth, warfage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

Invoice to blast to good metal - sides, bottom, rakes, head logs and stern transon. Apply owner furnished Signal buff primer to 3-1/2 mills and 10 to 12 mills of black epoxy, including white band around barge.

23,736 sq ft. @ .65¢ per sq ft. (quoted price) \$ 15,428.00

NO SALES TAX -- EXEMPT CERTIFICATE  
FURNISHED:

CHECKED BY

5 Turn Rube

W0999

25 Pickup well HBL-3011

2-P  $3\frac{1}{2}'' \times 3'' \times 4'' + 3\frac{1}{4}'' L$

Roll and put it  $4'' \times 6''$  stern angl

# 6 STB.

15 Pickup well

# 5 STB.

10 PUP.

1-P  $6' \times 17'' + 3\frac{1}{4}''$  Interbatter FR

# 4 STB

15 well Pickup

1-P  $6' \times 17'' + 3\frac{1}{4}''$  FR. Innet

2-P  $12'' \times 12'' \times 3\frac{1}{4}''$  B. sm

1-P Rebil  $4'' \times 6''$  Batter L

1 Red Hand on cargo 13 Hd

1-P  $3' \times 3' + 3\frac{1}{4}'' \times 22'' L$

# 3 STB.

15 well PU

1-  $4' \times 6''$  E FR

1-  $3'' \times 3'' + 3\frac{1}{4}'' \times 22'' L$

# 2 STB

15- well PU

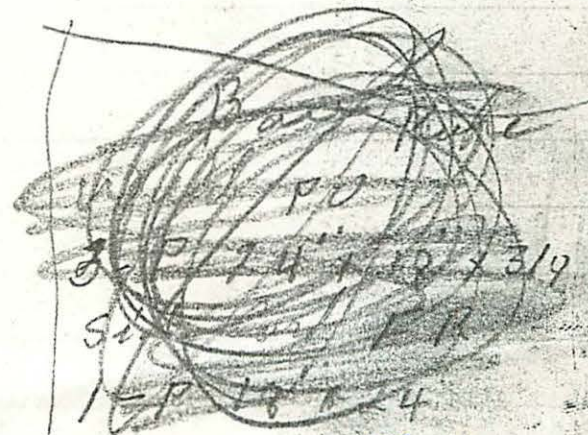
3-P  $9'' \times 15'' + 3\frac{1}{4}''$  B. sm

B Hd Crack for 9'

# 1 STB

20 well PU

1-P  $6' \times 17'' + 3\frac{1}{4}''$  Batter Wells FR



2- 56-  
18 marks  
360

2  
7.2%

1.8 x 1.3



H BL-3011

Bow Plate

- 1-P 12" x 34" FR Girt
- 2-P 15" x 22" x 3/4 Side Cord Girt
- 1-P 14" x 24" x 3/4 Deck Girt
- 1-P 22" x 14" x 3/4 Floor Deck Bracket
- 1-P 24" x 19" x 3/4 Deck Floor Bracket
- 1-P 34" x 3" x 4" x 3/4 Deck L

Weld Pickup

- 1- Lash from Cargo Tank

# # 6 Part

H B L 3011

- 1-P 6' x 6" E FR
- 1-P 22" x 3" x 3" x 3/8 L
- 1-P 4' x 6" E
- 1-P 12" x 12" x 3/4 B rht
- 1-P Weld PV

# # 5 Part

- 3-P 22" x 3" x 3" x 3/4 L Brack
- 1-P 10' x 6" E Side FR
- 4-P PV
- Check BHD

# # 4 - Part

- 2-P 4' x 17' x 3/4 FR Grant
- 17 - Weld PV
- 1 - BHD Weld PV

# # 3 Part

- 25 Weld PV
- 1-P 6' - 6" x 6" Side Card FR
- 2-P 22" x 3" x 3" x 3/8 L
- 1-P 9" x 15" x 3/4 Brack

Enlarge and Weld BHD and Bottom But  
Under Bottom and weld incargo Tank

# # 2 Part

- 4-P 22" x 3" x 3" L
- 3-P 1-P 7' x 6" E
- 4-P Weld PV

# # 1 Part

- 1-P 9" x 15" x 3/4 Brack
- Weld BHD
- 1-P 10' x 6" E
- 1-P 22" x 3" x 3" x 3/8 L



H.B.L. 3011 W0999

# 1-Part ok

# 2 part

1-P. B H d at side sheet 3' From Bottom?

# 3 part

1-P B H d ?

1-P S-B H d

# 4 part  
B H d ?

# 5 part

B H d ?

# 6 part

OK For painting

# 6 STB

B H d ?

# 5 STB.

1- side L clip. Sent one out top  
B H d ?

# 4 STB.

B H d ?

# 3 STB.

OK For Paint

# 2 STB

OK For Paint

# 1 STB.

OK For Paint

Beam Probe part

1- weld Bracket @ side  
Sheet

See me Monday  
Mike. Love. (signed)  
R.D. Office

No 999

SBA SHIPYARDS, INC.

# Work Order

WHITE-OFFICE  
BLUE-JOB  
GREEN-SMAIHAL  
YELLOW-WAREHOUSE

WO 999  
HULL No. 999

PREPARED BY: Louis Smith H. L. DATE 2-16-87

NAME OF VESSEL OR EQUIPMENT: Tank Barge HBL-3011

owner and for construction (HBL-3011) Petroleum

OWNER: Baton Rouge No. CUST. ORDER NO. Rob Ben Hood

DATE STARTED 2-9-87 DATE COMPLETED

DATE BILLED INVOICE NO.

## WORK TO BE DONE:

1. Clean Free & Clean - 300 x 54 x 15' double  
skin - Tank Barge - Three. MAIN Cargo Tank  
4 Double Bottom Tanks - 2 side tanks.  
Clean Hump, asphalt & Coal tar products from  
main cargo tanks. Pick up and oil from  
two inter bottom words. Blow Pipe line  
and Steam coils - Clean Pumpwell -  
all Safe for new Safe for fore

2. Free Chemical Cost

3. Dry Dock Vessel - For USCG Biannual  
and docking. Load & Unpack

## SPECIAL MATERIAL TO BE ORDERED:

Signs High Mark - jackets - round steel down  
all signs

4. Steel Work reqd - for 835 on vessel

5. Blow out Cost - Sides - note ends, Hand  
lugs and Bottom - owner will furnish

## SUB-CONTRACTS-OUTSIDE WORK:

Costing

6. testing as reqd -



WHITE-OFFICE  
BLUE-JOB  
GREEN-MAINHALL  
YELLOW-WAREHOUSE

SBA SHIPYARDS, INC.  
Work Order

No. 999

HULL No.

DATE 5-1-50

PREPARED BY:

NAME OF VESSEL OR EQUIPMENT:

OWNER:

CUST. ORDER NO.

DATE STARTED

DATE COMPLETED

DATE BILLED

INVOICE NO.

WORK TO BE DONE:

SPECIAL MATERIAL TO BE ORDERED:

SUB-CONTRACTS-OUTSIDE WORK:



TELEPHONE (318) 824-1519 / P.O. BOX 1386 / JENNINGS, LOUISIANA 70546

APRIL 10th, 1987

Ashland Petroleum Company  
10175 Mammoth Avenue  
Baton Rouge, La. 70814

Attention: Mr. Robert Bradford  
Gulf Coast Coordinator  
Fleet Operations

Specifications-Letter of March 30th for making major repairs  
to the M/V VANPORT Twin screw - steel - all welded steel  
vessel 84' X 26' X 9'

We, S. B. A. Shipyards, inc hereby quote our bid to do  
necessary work as per specifications:

- |   |             |
|---|-------------|
| 1. Dry dock and hold on dock until completion<br>of under water repairs-Labor & equipment- -    | \$ 1,200.00 |
| 2. Furnish shift boat as required - - - - -   | 200.00      |
| 3. Connect and furnish shore power while on<br>dry dock, disconnect for removal- - - - -        | 500.00      |
| 4. Gas free vessel, furnish gas free certificate<br>vessel safe for men safe for fire- - - - -  | 2,000.00    |
| 5. Remove good fuel, store and return to vessel<br>after repairs and testing completed- - - - - | 600.00      |
| 6. Ahead rudders- - - - -   | 3,500.00    |
| 7. Flanking rudders - - - - -   | 4,500.00    |
| 8. Ahead tiller arms and linkages - - - - -   | 1,800.00    |
| 9. Flanking - tiller arms - linkages- - - - -   | 2,500.00    |
| 10. Hydraulic Cylinders- - - - -  | 800.00      |
| 11. Hydraulic hoses - renew- - - - -  | 1,200.00    |
| 12. Steering & flanking follow up linkages - - -  | 600.00      |
| 13. Propellers- - - - -   | 700.00      |
| 14. Tailshafts- - - - -   | 800.00      |
| 15. Intermediate shaft - - - - -  | 800.00      |
| 16. Cooper Split-line shaft roller bearings- - -  | 300.00      |
| 17. Coupling - output shaft reduction gear - - -  | 800.00      |
| 18. Cutlass bearings - - - - -  | 4,000.00    |
| 19. Strut housings - - - - -  | 600.00      |
| 20. Stern Tube stuffing boxes- - - - -  | 700.00      |
| 21. Muff couplings - - - - -  | 500.00      |
| 22. Doubler strip base - lower deck house, 136'<br>X 6" X 5/16" flat bar 871# @ 1.50/len,ft- -  | 1,377.00    |
| 23. 4 owner furnished door/frames @ 150.00/door-  | 600.00      |

CONTINUE ON PAGE 2



24. Potable water tank - clean, new bottom 3/8" plate, blast and internal and external coat 1836# @ \$2.00/lb Labor and material- - - -	3,672.00
25. Rudder chocks (2) 6" labor & material- - -	1,200.00
26. Forward hole - Labor and material 480 man hours @ 19.00 material \$800.00 - - - - -	9,920.00
27. Sewerage plant labor and material - - - -	800.00
28. Exhaust piping main engines L & M- - - - -	2,400.00
29. Double strip base uper house 384# @ 1.50/# -	576.00
30. Handrails - 96' @ 6.00 per len ft. - - - - -	576.00
31. Stern steering deck L & M - - - - -	1,800.00
32. Air line to whistle L & M - - - - -	150.00
33. Car Puller - L & M- - - - -	400.00
34. Bath room heads L & M- - - - -	5,500.00
35. Safety items - - - - -	2,500.00
36. Underwater hull 3300 sq ft/ 90¢ sq/ft- - - -	2,970.00
37. Galley - dinning room L & M- - - - -	22,000.00
38. Windows - fixed & movable L & M- - - - -	860.00
39. Air conditioners- - - - - L & M- - - - -	750.00
40. CO2 system- - - - - L & M- - - - -	200.00
41. Lavatory - - - - -	300.00
42. Fuel leals plating 150# L & M- - - - -	600.00
43. Tank vent - fills - sounding 24 @ \$300.00ea-	7,200.00
44. Officers and crew qts- - -L & M- - - - -	25,000.00
45. Kevel- - - - -L-&M- - - - -	400.00
46. Main engine air intakes- -L & M- - - - -	1,200.00
47. Deck locker- - - - -L & M- - - - -	800.00
48. Stern void - - - - -L & M- - - - -	300.00
49. Ballast tanks - bow - port & starbord - - -	2,500.00
50. Sea water line - - - - -L & M- - - - -	600.00
51. Fore peak- - - - -L & M- - - - -	850.00
52. Fire pump- - - - -L & M- - - - -	380.00
53. Navigation light pole- - -L & M- - - - -	150.00
54. Tonees- - - - -L & M- - - - -	1,800.00
55. Misc- Black hole - - - - -L & M- - - - -	500.00

---

TOTAL LABOR AND MATERIAL (OTHER THAN OWNER  
FURNISHED) \$ 129,431.00

Estimated time to complete said job = approximately 60 to 65 days.

Sincerely yours

S. B. A. SHIPYARDS, INC.

BY

---

LOUIS SMAITHALL  
President/owner



# Estimate - Repairs - to - MV - Vanport -

Specifications - Letter of March 30<sup>th</sup> -  
 Twin Screw - Steel - All welded steel vessel -  
 84'-0" x 26'-0" x 9' - Operating Draft - 6'-4" -  
 Depth at Side - Midship - 9'-0" - 1020 - H.P.

## Major Work & Renewals

1. → Dry dock & Hold on Dock until Completion  
 of under water repairs - Labor & Equipment → \$1200/00
2. → Furnish Swift Boat as reqd - → \$200/00
3. → Connect & Furnish shore power while in  
 Dry dock. Disconnect for Removal - → \$500/00
4. → Gas Free, Vessel - Furnish gas free  
 Certificate - Vessel Safe for men & fire → \$2000/00
5. → Remove good fuel - Store & return to Vessel  
 after Repairs & testing Completed - → \$600/00
6. → A-head Rudder → \$500/00
7. → Flanking Rudder → \$4500/00
8. → A-head tiller arms & linkage → \$1800/00
9. → Flanking tiller arms & linkage → \$2500/00
10. → Hydraulic Cylinders → \$800/00
11. → Hydraulic Hoses - Renew → \$1200/00
12. → Steering & follow up linkage → \$600/00
13. → Propellers → \$300/00
14. → Tail Shafts → \$800/00
15. → Intermediate Shafts → \$800/00
16. → Casper Split-line shaft Bearings → \$300/00
17. → Couplings - and feet shaft reduction gear → \$800/00
18. → Cutler Bearings → \$2000/00
19. → Strut Bearings - → \$600/00
- Stern tube Stepping Boxer → \$700/00



21 →	Muff. Couplings	→	\$ 500.00
22 →	Double Strip Lower House - 136' of 6" x 5/16"		
	flat Bar - 871 # @ 1.50 Per Lbf foot -		\$ 1307.00
23. →	4 owned furnished doors with frames - @ 100.00		\$ 400.00
24. →	Potable water tank - Clean. New Bottom 3/8"		
	Plt. - Blast p. internal & External Coat		
	1.836 # @ 200 L & M -		\$ 3672.00
25 - →	Roller Chocks (2) 6" - L & materials -		\$ 1200.00
26 →	Forward Hble - L & M & materials -		
	480 # row in 1900 materials - 800 #		\$ 9920.00
27. →	Sewerage Plant	L & M →	\$ 800.00
28 →	Exhaust Piping Main Engine - L & M -		\$ 2400.00
29 →	Double Strip Bar Upper House 60 x 200		\$ 1200.00
30 →	Hand rail - 96' @ 600 per lbf foot →		\$ 576.00
31 →	Stem Steaming Deck	L & M →	\$ 1800.00
32 →	Air line to Whistle	L & M →	\$ 150.00
33 →	Coe Puller	L & M -	\$ 400.00
34 →	Bath Room Heads	L & M →	\$ 5500.00
35 →	Safety Stems	L & M -	\$ 2500.00
36 →	Underwater Hull → 3300 # @ 90 #	(3 coats) →	\$ 2970.00
37 →	Galley dining Room - L & M -		\$ 22,000.00
38 →	Windows, Fixed & movable → L & M →		\$ 860.00
39 →	Air Conditioners	L & M →	\$ 750.00
40 →	CO <sub>2</sub> System	L & M →	\$ 200.00
41 →	Inventory	L & M →	\$ 300.00
42 →	Fuel Reels	Plating - 150 # L & M -	\$ 600.00
42 →	Tank Vents, - Fills & Sounding - 24 @ 300.00	L & M -	\$ 7200.00
44 →	Officers and Crew Qtrs -	L & M -	\$ 25,000.00
45 →	Keel	L & M -	\$ 4,000.00

2007-2

342  
106-200



46. →	Main Engine air intake	→ L & M —	\$ 1200
47. —	Deck Hoopers	→ L & M —	\$ 800
48. →	Stem Void	→ L & M —	\$ 300
49. →	Bellco Tanks. Bno., P/s - 4 - @		\$ 2500
50. →	Sea water line	L & M. →	\$ 600
51. →	Fore Peak -	L & M —	\$ 850
52. →	Fire Pump	L & M →	\$ 380
53. —	Navigation Light Pole	L & M —	\$ 150
54. →	Towers -	L & M —	\$ 1800
55. →	Misc. Board Hble -	L & M —	\$ 500
	Total - L & M -		<del>\$ 50,500</del>
	other than owner furnished - material		<del>129,431</del>
			129,431.00

6784.00



**Ashland**

**Ashland Petroleum Company**

DIVISION OF ASHLAND OIL, INC.

10175 MAMMOTH AVENUE, BATON ROUGE, LA 70814

March 30, 1987

Gentlemen:

Attached are specifications for making major repairs to the  
M/V VANPORT.

The boat would have to be made available to your convenience,  
and also to the convenience of our operations.

Please include as part of your quote your best price and the  
time to complete.

If you should have any questions, please call me at our  
Baton Rouge, Louisiana office. The number is (504)927-7255 or  
(504)927-7256.

Very truly yours,

FLEET OPERATIONS

*504*  
*gallen 20 x 30*  
*Frank*  
Ralph C. Davis

Ralph C. Davis  
Maintenance Supervisor

/mm

attachments: (1)

cc: Memo/File

*M. J. Harris*  
*our project*

REPAIR SPECIFICATIONS

M/V VANPORT

GENERAL

(a) These specifications are to cover the major repairs and renovations of one (1) all welded steel, diesel powered twin screw towboat for use on the Inland Waterways system.

(b) T.P.T. Company will be referred to in these specifications as "Owner", and the prospective bidder will be referred to as the "Contractor".

(c) The contractor shall furnish all labor, common and skilled and supervision: furnish all materials, plates, shapes specialties, painting, etc. for satisfactory completion of major repair work and renovation as described except for items specifically stated as supplied by the Owner. The Contractor shall also furnish all docks, ways, cranes, rigging, scaffolding, equipment, and tools for making the repairs of the vessel. Shall repair, test, and complete ready for operation in accordance with these specifications.

(d) The prospective bidder may examine the vessel at any place along the Waterways convenient to him and agreeable to the Owner. The vessel is currently operating between the points of Baton Rouge, Louisiana and Corpus Christi, Texas via the Port Allen, Louisiana and Morgan City, Louisiana to Corpus Christi, Texas via the Gulf Intracoastal Waterway - West.

RESPONSIBILITY & SERVICES

From the time the vessel is delivered by the Contractor's Plant until it is accepted for re-delivery by the Owner or his authorized representative, the Contractor will be held fully responsible for its safety. Additional responsibility, such as amount of ship repair and legal liability to fully protect the Owner against loss or damage and claims by any third party, would be spelled out in a formal contract signed by authorized officers of the Owner and Contractor.

DIMENSIONS AND DESCRIPTIONS

BREATH, MOULDED	26'0"
LENGTH, MOULDED	84'0"
DEPTH, AT SIDE AMIDSHIP	9'0"
SHEER, FORWARD	1'0"
DRAFT, OPERATING	6'4"
HORSEPOWER, SHAFT	1020



9. FLANKING - TILLER ARMS - LINKAGES

Same specs as for the ahead rudder.

10. HYDRAULIC CYLINDERS

Check anchor pins and eyes for wear. Mic out the bushings in eyes on end of piston rods (live end). Report findings to owner's representative. Remove cylinders & rework with owner's parts.

11. HYDRAULIC HOSES

Inspect hoses - report to the owner's representative.

12. STEERING & FLANKING FOLLOW UP LINKAGES

Inspect all Heim bearings and their pins for wear, inspect steady bearing for steering linkage, inspect pins, bushings, and guide bars for follow up assembly. Report findings to the owner's representative .

13. PROPELLERS

Furnish labor and material to remove the port and starboard propellers. Install the owner's spares. Blue-fit new props to their shafts. Hold props removed at yard until further notice.

14. TAILSHAFTS

Furnish labor and material to disconnect the shafts, route to machine shop, check runout of spare shafts. Install owner's spare shafts. Hold ones removed at yard for repairs. Owner's representative will evaluate for repairs and negotiate repair price.

15. INTERMEDIATE SHAFTS

Disconnect and remove the intermediate shafts, route to machine shop, check all keys, keyways, flange for tightness and their faces for runout. Report findings to the owner's representative. Owner has one spare shaft.

16. COOPER SPLIT-LINE SHAFT ROLLER BEARINGS

Wash up the bearings after it is disassembled in order to remove the intermediate shafts. Inspect the bearings, note findings to owner's representative.

M/V VANPORT - MAJOR WORK :

1. DRYDOCK

Drydock vessel and hold on dock until completion of underwater repairs.

2. SHIFT BOAT

Furnish shift boat to maneuver the vessel.

3. SHORE POWER

Connect and furnish shore power while on drydock and afloat - disconnect after repairs are made.

4. GAS FREE

Furnish gas free certificate, do final gas free work, pump any slop out of boat, and properly dispose of same.

5. DIESEL FUEL

Remove good fuel from vessel, store while repairs are going on - owner's and yard's gauges must be near. Price per gallon.

6. AHEAD RUDDERS

Disconnect the linkages, remove the pintle pin supports with their pins, drop the ahead rudders, and hold at yard for repairs. Install re-worked rudders, linkages, pintles.

Mic out the bores of the upper and lower rudder bushings, and report findings to owner's representatives. If badly worn, furnish labor and material to machine new bushings from owner furnished material. Install new bushings. After installing upper and lower bushings, prove grease flow prior to installing the rudders.

7. FLANKING RUDDERS

Same specs as for the ahead rudders with exception that if all four rudders are worn or damaged, then two of them will need to be repaired. The owner's representative will need a price to repair. Owner has two spare rudders.

8. AHEAD TILLER ARMS & LINKAGES

Route tiller arms and linkages to the machine shop - mic out pins, bushings for linkages - mic out bores in the tiller arms in way of pins, check keys and keyways - check fit of tiller clamp end to rudder stock, check thickness of thrust washers under tillers. Report all findings to owner's representative.



17. COUPLING - OUTPUT SHAFT REDUCTION GEAR

Check retainer bolts for tightness, and retainer plate for "cupping". If "cupped", take slight machine cut to true up.

18. CUTLASS BEARINGS

Set up and pull the strut Cutlass bearings, evaluate the stern tube Cutlass bearings, and report to owner's representative. Install owner's new bearings where needed. The strut will definitely need new bearings.

19. STRUT HOUSINGS

Evaluate the housings for rebuilding back to their original length. We can go with welding "donuts" to aft end of strut after trimming or use filler material of Belzona. We first need to know how much wear down.

20. STERN TUBE STUFFING BOXES

Unbolt the housings, send entire housing assemblies to sandblast area. Sandblast, route to machine shop, evaluate condition in way of the packing, check for fractures. Report findings to the owner's representative. Check neck ring, repack box.

21. MUFF COUPLINGS

Route the couplings to machine shop, check fit to shafts, check keyways - if bad, install owner's spares. Hold ones removed at yard for cost estimate of repairs.

22. DOUBLER STRIP BASE - LOWER DECKHOUSE

Sandblast 8" up from deck on the deckhouse sides, front, and stern to a near-white. Fit and weld on a doubler strip around perimeter of deckhouse. Some fitting needed - install adequate water stops. Doubler strip to be total 136' x 6" x 5/16".

23. DOORS (EXTERIOR)

Furnish labor and material to install (4) owner furnished doors with 5 1/2" steel frame - 2'4" x 6'8" x 1 3/4" - doors to be installed Captains, pilot staterooms, and port starboard side pilothouse. Door frames to be bolted in position with SS capscrews.

24. POTABLE WATER TANK

Clean and furnish labor and material to install new bottom in potable water tank. Bottom is 120 sq. ft. - Renew with 3/8" plate - total 1,836 lbs. After welding, coat tank with Texaco "H" or equal. Fill with chlorine treated water - pump out - refill with potable water.

25. ROLLER CHOCKS

Remove existing chocks - furnish labor and (2) 6" roller chocks. Install on port and starboard side bow of vessel.

26. FORWARD HOLD

Furnish labor and material to remove store goods, spares, rigging, etc. from the hold - move to a covered facility for storage while vessel is at the yard.

Sandblast the bottom floor - renew the deteriorated angles, beams, floor plate. Remove air inlet fan - service and clean air duct to the engine room. Paint floor and internal of duct with owner furnished paint.

27. SEWERAGE PLANT

Furnish labor and material to re-pipe the sewerage plant vents and overboard lines that are in the forward hold. Remove cover and clean out the sewerage tank. Dispose of material.

28. EXHAUST PIPING MAIN ENGINES

Furnish approximately 40' of 8" spiral weld pipe and (2) flanged 8" flexible joint to repair and add to pipe runs in the systems. Labor and repairs will be done by the shipyard.

29. DOUBLER STRIP BASE - UPPER DECKHOUSE

Furnish labor and material to sandblast 8" up from deck on the deckhouse sides and front. Fit and weld a doubler strip on sides and front - doubler strip to be total 56' x 6" x 5/16" plate. Install adequate water stops.

30. HANDRAILS

Furnish labor and material to change out approximately 96' of the 1" schedule 80 pipe handrail on lower deck.

31. STERN STEERING DECK

Furnish labor and material to renew top deck support angles. Make protection to any parts remaining on stern steering deck. Sandblast and paint the deck, framing, etc. with owner furnished paint.



32. AIR LINE TO WHISTLE

Furnish labor and material to splice in a piece of  $\frac{1}{2}$ " rigid copper pipe. These are silver solder joints. Location of repair is in engine room where pipe passes up thru deck forward of hydraulic fluid tank.

33. CAR PULLER

Remove motor from gearbox - take to shop - remove motor frame retaining bolts - check out motor - machine new bolts and furnish nuts - re-install.

34. HEADS (BATHROOMS)

Furnish labor and material to re-furbish the (3) bathrooms. Will include new insulation in walls, new SS 30" x 30" showers, shower drains to be packed with Okum and leaded. Reset water closets on oak planks, new plumbing to lavatory and water closet. Repanel with pre-finished paneling of a waterproof nature, replace any deteriorated metal deck, install new floor covering.

35. SAFETY ITEMS

Labor and material to fabricate and install new safety guards over muff type shaft couplings in shaft alleys. Renew 32' of 1" x  $\frac{1}{2}$ " toe safety stop on top of pilothouse. Fit and install new galvanized steel grating on shaft alley low bilge frames. Renew all damaged lifeline hanging chains and brackets.

36. HULL - UNDERWATER

Furnish labor and material to light blast the hull. Paint with owner furnished paint - approximately 3300 sq. ft. Prior to painting, repair any leaks or damaged areas. Furnish and install 60 anodes on hull as directed by owner's representative.

37. GALLEY - DINING ROOM

Furnish labor and material to re-furbish the galley and dining room by removing old ductwork and old ceiling using squares or rectangular tiles. NOTE: While ceiling is down, renew the insulation, check condition of wiring. Remove old paneling, old insulation, install new #3 mineral wool insulation between existing studs. Install new paneling vertically with  $\frac{1}{2}$ " GP prefinished plastic faced paneling with matching V grooves and of good quality. Install "muffle jack" or equal on new studs.

*hard (varnished)  
surface washable  
light in color  
if sound material  
used - use clear  
mesh screen  
above*

98-CH-8  
det

continued on page 6

37. GALLEY - DINING ROOM CONT'D

The deck will be properly prepared and then  $\frac{1}{2}$ " corkboard will be laid - on top of this  $\frac{1}{2}$ " plywood will be laid to which vinyl floor covering will be put down. For practical purposes, the total floor area for galley and dining room is to approximately 280 sq. ft. Total bulkhead area to be approximately 544 sq. ft. Total ceiling area to be approximately same as floor area. Soundproof doq engine room spare has been ordered. Furnish and install a new 10'6" long custom base cabinet containing a double SS sink. Cabinet to be made from oak wood. There will be a vertical row of (4) drawers on each end. Provision shall be made to install owner furnished Hobart WM5H dishwasher to the right of the left hand set of drawers. The top of cabinet will have a formica top with a rolled splash backboard 4" high. Formica shall be of best quality. The fixture for hot and cold water supply shall be a single lever type of highest quality in chrome finish. In addition to the base cabinet, (2) wall cabinets will be furnished. They shall be made of same material and match the base cabinet. One will be 24" x 30" and the other will be 36" x 30". These will be mounted above the base cabinet. All hardware shall be of best quality. New furniture will be on order. New galley range to be installed.

38. WINDOWS - FIXED & MOVABLE

All windows now and former openings for windows where air conditioner units are now installed shall be reworked. The forward engine room window openings now used as adapters for main engines' air inlets will be reworked to receive windows. The openings originally had windows installed with radius corners ( $4 \frac{11}{16}$ ") having horizontal sliding panels glazed with  $\frac{3}{16}$ " plate glass and  $\frac{3}{16}$ " frosted glass for both - screens to be furnished. The following are the opening sizes:

- (4)  $4' 1\frac{1}{2}" \times 1' 9\frac{1}{2}"$
- (8)  $3' 1\frac{1}{2}" \times 1' 9\frac{1}{2}"$
- (1)  $2' 1\frac{1}{2}" \times 1' 9\frac{1}{2}"$
- (3)  $1' 8 \frac{3}{4}" \times 1' 4 \frac{3}{4}"$
- (2)  $3' 1\frac{1}{2}" \times 1' 9\frac{1}{2}"$

The 10# gauge steel IWO neoprene sealing strips for windows has now deteriorated so that a watertight seal can no longer be maintained. The contractor shall furnish labor and material to build up the opening "lips" or renew. It shall be his choice. He shall furnish new windows by "Young" or a like quality. In addition to the movable windows, there are (9) fixed windows in pilothouse in these sizes:

- (4)  $2' 4" \times 2' 9"$
- (4)  $2' 11" \times 3' 5"$
- (1)  $2' 4" \times 1' 0"$

These will have to be removed, and the opening "lips" built back to original or renewed.



39. AIR CONDITIONERS

Furnish labor and material to re-mount the air conditioners. All conditioners to be un-mounted and all plywood filler panels to be removed.

A 1/2" thick steel filler plate shall be fitted and welded into any existing window opening to properly support the air conditioner where it is necessary to actually mount the unit in a window opening.

The conditioners mounted in window opening shall be re-mounted into the sideshell, and be recessed as much as possible reducing a safety hazard.

40. CO<sup>2</sup> SYSTEM

Renew the outside pull cable conduit to CO<sup>2</sup> bottle heads - any cable sheaves shall be of brass only. No aluminum.

41. LAVATORY

Furnish labor and material to renew the washbasin in the deckhand's room - a basin with fixtures of equal quality to be installed.

42. FUEL LEAK

Furnish labor and material to repair the fuel leak in the deckhand cabin port side forward of watertight door. NOTE: Further exploring will need to be done to search out any other thin metal and leaks.

43. TANK VENTS - FILLS - SOUNDING HOLES

Furnished labor and material to fabricate and renew vents and fills with SS tubing - some are turned down, some straight. There are approximately 24 of these of various sizes - to include the ones at lower deck level, and ones in fire foam tank on second deck.

44. OFFICERS & CREW QUARTERS - PILOTHOUSE

Re-furbish totally with new paneling insulation, floor material, lighting fixtures, ceilings, etc. A good grade of materials shall be used - new furniture will be given consideration.

45. KEVEL

Furnish labor and material to renew the starboard stern kevel with a 48" kevel.

46. MAIN ENGINE AIR INTAKES

Furnish labor and material to fabricate (2) 24" x 24" SS boxes with bug screen and removable louvers on all four sides - bottom to have duplex adapter nipples to receive two flex exhaust hoses which are to be run to air inlets on main engines. These boxes to be mounted watertight on boat roof above main engines as directed by owner representative.

47. DECK LOCKER

Furnish labor and material to put a doubler floor plate down in the deck locker - plate to be approximately 12'0" x 4'0" x 1/2".

48. STERN VOID

Evaluate this stern void - mild steel plate above stainless clad - make some openings in the steering deck so it can receive a good inspection - how much mild steel is left on stainless clad plate.

49. BALLAST TANKS - BOW - PORT & STARBOARD

Evaluate these tanks - renew any wasted frames, diagonals, etc. Clean and paint inside the tanks.

50. SEA WATER LINE

Furnish labor and material to renew the line. A piece of 6" x 2'0" x schedule 80 and approximately 20' x 3" x schedule 80 will need to be renewed.

51. FORE PEAK

Evaluate the tank - renew any frames, diagonals, etc. Clean and paint the inside of tank.

52. FIRE PUMP

Labor and material to install the owner furnished fire pump. Prior to installing new pump, prime and paint the pump foundation and surrounding areas.

53. NAVIGATION LIGHT POLE

Furnish labor and material to renew the light pole on top - forward pilothouse.



54. TONEES

Furnish labor and material to replace some of tonee pads. Make repairs to tonees.

55. "BLACK HOLE"

To catch miscellaneous items.

SS Bolt NUTS WELD TO DECK-EYE ON HEAD TO HOOK LIFE LINES

  
Ralph Davis

/mm

Aug 29  
Bar  
20 X 30

ENTER

2 1/2" wide

2 1/2"

1"

1/2"

2.5" deep



Survey Requested by SIBA S.Y. Vessel Owner or Agent ASHLAND OIL Date 1-26-88  
Vessel HO 331 Type of Vessel TANK BARGE Specific Location of Vessel SBA / JENNINGS LA.  
Last Three (3) Cargoes CUMENE Test Method O<sub>2</sub> / LEL / VISUAL / DETECTOR TUBE Time Survey Completed 11:00 AM

BOW RAKE } SAFE FOR WORKERS  
STERN RAKE } SAFE FOR HOTWORK

WING VOID D.B. No. 1-3-4-5-6 P/S - SAFE FOR WORKERS, SAFE FOR HOTWORK

WING VOID D.B. No. 2 P/S - SAFE FOR WORKERS, SAFE FOR HOTWORK  
PORTABLE AIR VENTILATION REQUIRED DURING ENTRY.

CARGO TANKS No. 1-2-3 - SAFE FOR WORKERS  
SAFE FOR HOTWORK  
PORTABLE AIR VENTILATION REQUIRED DURING ENTRY AND WORK INSIDE.

CARGO LINES - DRAINED - NOT SAFE FOR HOTWORK.

In the event of any physical or atmospheric changes adversely affecting the STANDARD SAFETY DESIGNATIONS assigned to any of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned Marine Chemist.

**QUALIFICATIONS:** Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

**STANDARD SAFETY DESIGNATIONS** (partial list, paraphrased from NFPA 306 Subsections 1-6.1 through 1-6.4, and Subsection 5-3.2).

**SAFE FOR WORKERS:** Means that in the compartment or space so designated: (a) the oxygen content of the atmosphere is at least 19.5 percent by volume; and that, (b) toxic materials in the atmosphere are within permissible concentrations; and that, (c) the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

**NOT SAFE FOR WORKERS:** Means that in the compartment or space so designated, the requirements of Safe for Workers have not been met.

**SAFE FOR HOT WORK:** Means that in the compartment so designated: (a) oxygen content of the atmosphere is at least 19.5 percent by volume, with the exception of inerted spaces or where external hot work is to be performed; and that, (b) the concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (c) the residues are not capable of producing a higher concentration than permitted by (b) above under existing atmospheric conditions in the presence of fire, and while maintained as directed on the Marine Chemist's Certificate; and further, that, (d) all adjacent spaces containing or having contained flammable or combustible materials have been cleaned sufficiently to prevent the spread of fire, or are satisfactorily inerted, or, in the case of fuel tanks or lube oil tanks, or engine room or fire room bilges, have been treated in accordance with the Marine Chemist's requirements.

**NOT SAFE FOR HOT WORK:** Means that in the compartment so designated, the requirements of Safe for Hot Work have not been met.

**SAFE FOR REPAIR YARD ENTRY:** Means that the compartments and spaces of the flammable cryogenic liquid carrier so designated: (a) have been tested by sampling at remote sampling stations, and results indicate the atmosphere tested to be above 19.5 percent oxygen, and less than 10 percent of the lower flammable limit, or (b) are inerted.

**CHEMIST'S ENDORSEMENT.** This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with NFPA 306 Control of Gas Hazards on Vessels and have found the condition of each to be in accordance with its assigned designation.

"The undersigned acknowledges receipt of this Certificate under Section 2-3 of NFPA 306 and understands conditions and limitations under which it was issued."

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed [Signature] Date 1-26-88 Signed [Signature] Certificate No. 577  
Name Company Marine Chemist

SBA S.Y.

Survey Requested by

REB 1001

Vessel

LUBE OIL (3)

Last Three (3) Cargoes

REB Ashland  
Vessel Owner or Agent

TANK BARGE

Type of Vessel

On / LEL / VISUAL

Test Method

4-11-88

Date

SBA / JENNINGS LA

Specific Location of Vessel

1:30 PM

Time Survey Completed

TOUSTON BARGE LINE  
BOW RAKE } SAFE FOR WORKERS - SAFE FOR HOTWORK  
STERN RAKE }

WING VOID D.B.<sup>12</sup>  
#1 P/S - SAFE FOR WORKERS - SAFE FOR HOTWORK  
FIREWATCH AND CHARGED HOSE REQ'D.  
WHILE BURNING OUT PLATE.

WING VOID D.B.<sup>12</sup>  
#2 P/S - SAFE FOR WORKERS - SAFE FOR HOTWORK

CARGO TANKS  
#1-2-3-4 - SAFE FOR WORKERS - SAFE FOR HOTWORK

PORTABLE AIR VENTILATION REQ'D. IN WORK TANK.  
(MIN. 1000 CFM)

Pump Room VOID - NOT SAFE FOR HOTWORK  
SAFE FOR WORKERS

In the event of any physical or atmospheric changes adversely affecting the STANDARD SAFETY DESIGNATIONS assigned to any of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned Marine Chemist.

**QUALIFICATIONS:** Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

**STANDARD SAFETY DESIGNATIONS** (partial list, paraphrased from NFPA 306 Subsections 1-6.1 through 1-6.4, and Subsection 5-3.2).

**SAFE FOR WORKERS:** Means that in the compartment or space so designated: (a) the oxygen content of the atmosphere is at least 19.5 percent by volume; and that, (b) toxic materials in the atmosphere are within permissible concentrations; and that, (c) the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

**NOT SAFE FOR WORKERS:** Means that in the compartment or space so designated, the requirements of Safe for Workers have not been met.

**SAFE FOR HOT WORK:** Means that in the compartment so designated: (a) oxygen content of the atmosphere is at least 19.5 percent by volume, with the exception of inerted spaces or where external hot work is to be performed; and that, (b) the concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (c) the residues are not capable of producing a higher concentration than permitted by (b) above under existing atmospheric conditions in the presence of fire, and while maintained as directed on the Marine Chemist's Certificate; and further, that, (d) all adjacent spaces containing or having contained flammable or combustible materials have been cleaned sufficiently to prevent the spread of fire, or are satisfactorily inerted, or, in the case of fuel tanks or lube oil tanks, or engine room or fire room bilges, have been treated in accordance with the Marine Chemist's requirements.

**NOT SAFE FOR HOT WORK:** Means that in the compartment so designated, the requirements of Safe for Hot Work have not been met.

**SAFE FOR REPAIR YARD ENTRY:** Means that the compartments and spaces of the flammable cryogenic liquid carrier so designated: (a) have been tested by sampling at remote sampling stations, and results indicate the atmosphere tested to be above 19.5 percent oxygen, and less than 10 percent of the lower flammable limit, or (b) are inerted.

**CHEMIST'S ENDORSEMENT.** This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with NFPA 306 Control of Gas Hazards on Vessels and have found the condition of each to be in accordance with its assigned designation.

"The undersigned acknowledges receipt of this Certificate under Section 2-3 of NFPA 306 and understands conditions and limitations under which it was issued."

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed

Name

Company

Date

Signed

Marine Chemist

Certificate No.





# S. B. A. SHIPYARDS, INC.

P. O. BOX 1386  
JENNINGS, LOUISIANA 70546  
PHONE (318) 824-1519

TANK BARGE A0-C218  
and/or owners and/or charters  
ASHLAND PETROLEUM CORPORATION  
10175 MAMMOTH AVENUE  
BATON ROUGE, LA. 70814

ATT: MR. ROB BRADFORD

INVOICE NO. 1 - 5 (88)

WORK ORDER NO. 1024

DATE JANUARY 14th 19 88

P. O. NO.

## RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract; in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, warpage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

We invoice your account for cleaning tank barge A0-C218,  
Gas freeing, Butterworth chemical, bucket out tank bottom,  
scrape and rewash tanks, flush out cargo suction and  
discharge lines and pump well. Pump and wash oil from  
wing tanks, drop suction and replace.

498 man hours labor - - - - - \$ 5,963.00

Boiler fuel, diesel, chemical, protective  
clothing - - - - - 2,546.00

TOTAL LABOR & MATERIAL - - - - - \$ 8,509.00

6% state and parish sales tax applicable  
unless cert of exemption furnished - - - - - 510.54

INVOICE AMOUNT DUE - - - - - \$ 9,019.54

CHECKED BY

No 1024

SBA SHIPYARDS, INC.

# Work Order

WHITE-OFFICE

BLUE-JOB

GREEN-SMAIHALL

YELLOW-WAREHOUSE

W O # 1024  
HULL No.

PREPARED BY:

Louis Smarshall

DATE

12-28-87

NAME OF VESSEL OR EQUIPMENT:

Box-Tank Barge "AO-6218" Under  
Charter, and for owner's use - Ashland Oil.

OWNER:

CUST. ORDER NO.

Rob. Bradford

DATE STARTED

12-28-87

DATE COMPLETED

DATE BILLED

INVOICE NO.

WORK TO BE DONE:

1. Gas Free and clean Barge, For. Clean products - Safe For new Safe For Fire including - Pipe lines - Pump well - deck - lower, drop outlet - 4 tanks, Air test - Value
2. Gas Free Certificate Certificate -
3. Repair - Barge Tank leak -
4. Install owner furnished - 4 dog - Butter worth Hatches -

SPECIAL MATERIAL TO BE ORDERED:

SUB-CONTRACTS-OUTSIDE WORK:



MOORE BUSINESS FORMS, INC.



No 1107

SBA SHIPYARDS, INC.

# Work Order

WHITE-OFFICE  
BLUE-JOB  
GREEN-SMAI HALL  
YELLOW-WAREHOUSE

1107  
HULL No.

PREPARED BY: Louis Marshall DATE 12-22-88  
NAME OF VESSEL OR EQUIPMENT: Tank Barge AO-42 And for owner  
And for charter - (for Oil Co. Balm Barge  
OWNER: Office CUST. ORDER NO. Rob Bradford  
DATE STARTED 12-22-88 DATE COMPLETED \_\_\_\_\_  
DATE BILLED \_\_\_\_\_ INVOICE NO. \_\_\_\_\_

## WORK TO BE DONE:

1. Sounded Barge to Cleaning Facility -  
Gas Free and Clean (up to) Bottom  
From main Cargo Tanks. Jack Hammer  
and Bucket out - remove Tanks  
with detergent - to include steam coils  
Pump and Pipe line -  
Safe For New Safe For Fire -  
2. Gas Free, Chemical Coat.

## SPECIAL MATERIAL TO BE ORDERED:

## SUB-CONTRACTS-OUTSIDE WORK:





**S. B. A. SHIPYARDS, INC.**

P. O. BOX 1386  
JENNINGS, LOUISIANA 70546  
PHONE (318) 824-1519

TANK BARGE A0-38  
and/or OWNERS and/or CHARTERS,  
ASHLAND OIL COMPANY  
10778 Mammoth Drive  
Baton Rouge, LA 70814

INVOICE NO. 2-13 (89)

WORK ORDER NO. #1111

DATE February 28, 19 89

P.O. NO. \_\_\_\_\_

Attention: Mr. Rob Bradford

**RED LETTER CLAUSE**

We contract only upon the following terms, applicable to every contract; in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, warpage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

We invoice you Account for work done for your TANK BARGE A0-38, as per your instructions and, as follows;

1. Shifted barge to cleaning facility. GAS FREE and clean asphalt bottoms from main cargo tanks. Jack hammer and bucket out. Re-wash tanks with detergent, to include steam coils, pumps and pipe lines. Safe for Men, Safe for Fire. Estimated, that approximately 1,200 barrels of heavy products was removed from the barge to the land.

1400 man hours at \$17.00 per man hour .....	\$23,800.00
Diesel, Bioler fuel, diesel for equipment, detergent, protective cloth- ing for men .....	2,865.00
Total Labor and Materials .....	\$26,665.00
1% Louisiana State Sales Tax on all repair work in Louisiana for Louisiana based vessels, as per LA House Bill #1299 .....	266.65
(tax reference . . . R.S. 47:301 (14)-(g)(i) )	
TOTAL AMOUNT DUE FOR THIS INVOICE .....	\$26,931.65

Checked By \_\_\_\_\_

Nº 1111

SBA SHIPYARDS, INC.

# Work Order

WHITE-OFFICE  
BLUE-JOB  
GREEN-SMAIHALL  
YELLOW-WAREHOUSE

HULL No. 1111

PREPARED BY:

DATE

NAME OF VESSEL OR EQUIPMENT:

OWNER:

CUST. ORDER NO.

DATE STARTED

DATE COMPLETED

DATE BILLED

INVOICE NO.

WORK TO BE DONE:

1. Swift Barge to Cleaning Facility -  
gas Free and clean upball &  
Coalator Bottoms, Jack Hammer and  
Ratchet and Heavy and immovable  
Products. Powerwash with detergent  
Steam and Blow (oils and) Pipe lines -  
Safe For new Safe For fire

2. gas free Chemist Certificate

SPECIAL MATERIAL TO BE ORDERED:

SUB-CONTRACTS-OUTSIDE WORK:





# S. B. A. SHIPYARDS, INC.

P. O. BOX 1386  
JENNINGS, LOUISIANA 70546  
PHONE (318) 824-1519

ASHLAND OIL COMPANY  
10178 Mamoth Drive  
Baton Rouge, LA 70814

Attention: Mr. Rob Bradford

Barge A0-38 & Barge A0-42

INVOICE NO. 4-1 (89)

WORK ORDER NO. #1114

DATE April 14, 19 89

P. O. NO. V-06695

INVOICE DUE UPON RECEIPT

## RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract; in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Futhermore, we undertake to perform work on vessels and provide berth, warfage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

We invoice your account for work done for your barges A0-38 and A0-42, as directed by Rob Bradford, and as follows:

1. Prepair Heavy Products cleaned form tank barge A0-38 and tank barge A0-42. Mix with Sand. Move crain to site dump box with Products, so to mix with sand. Load products for transportation to disposal site, with yard-and-a-quarter Front End Loader. Eleven (11) loads loaded.

28 man hours at \$19.00 per man hour assisting transfer driver.	
Cover, Load Boxes and install liner. ....	\$ 532.00
96 yards of used sand, trucked to site, mixed and loaded in transfer boxes at \$10.00 Per yard. ....	960.00
Total Labor, Equipment and Materials .....	\$1,492.00
4% State Sales Tax .....	59.68
2% Parish and School Board Sales TAX .....	29.84
Total Due For this Invoice .....	\$1,581.52

Checked By

No 1114

SBA SHIPYARDS, INC.

# Work Order

WHITE-OFFICE  
BLUE-JOB  
GREEN-SMAIHALL  
YELLOW-WAREHOUSE

WO# 1114  
HULL No. 1114

PREPARED BY: Franklin DATE 2-21-89

NAME OF VESSEL OR EQUIPMENT: Barge AO-38 & AO-42

Asphalt Oil Company 10178. M. Smith Drive

OWNER: Baton Rouge Co. 70814 CUST. ORDER NO. BOB Bradford

DATE STARTED 2-21-89 DATE COMPLETED ~~VO 08921~~

DATE BILLED \_\_\_\_\_ INVOICE NO. ✓ 06695

## WORK TO BE DONE:

1. Repair Hoisting Products Clean & Free  
Turb Barge AO-42 & AO-38 - mix with  
sand - move grain to site dump  
Bail with Products so to mix with sand  
Load products For transportation to disposal  
site -

✓ 08921 - AO-36

## SPECIAL MATERIAL TO BE ORDERED:

## SUB-CONTRACTS-OUTSIDE WORK:



SBA S.V.  
Survey Requested by

Asst Land Oil AO  
Vessel Owner or Agent

5-22-89  
Date

AO-36  
Vessel

TANK BARGE  
Type of Vessel

SBA / JENNINGS LA  
Specific Location of Vessel

COAL TAR (3)  
Last Three (3) Cargoes

Oil / Fuel / Water / BENZENE  
Tests Performed

10:30 AM  
Time Survey Completed

BOW RAKE } SAFE FOR WORKERS  
STERN RAKE } SAFE FOR HOTWORK

CARGO TANKS  
No. 1-2-3-4 P/B — SAFE FOR WORKERS  
SAFE FOR HOTWORK

NO DETECTABLE BENZENE  
FORCED AIR VENTILATION REQD. IN WORK TANK.  
(MIN. 1000 CFM)

HEAT COILS - BLOWN - SAFE FOR HOTWORK

DECK DIESEL TANK - SAFE FOR HOTWORK

CARGO TANKS - DRAINED - VALVES CLOSED.

In the event of any physical or atmospheric changes adversely affecting the STANDARD SAFETY DESIGNATIONS assigned to any of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned Marine Chemist.

**QUALIFICATIONS:** Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

**STANDARD SAFETY DESIGNATIONS** (partial list, paraphrased from NFPA 306 Subsections 2-3.1 through 2-3.5, and Subsection 6-3.2)

**SAFE FOR WORKERS:** Means that in the compartment or space so designated: (a) the oxygen content of the atmosphere is at least 19.5 percent by volume; and that, (b) toxic materials in the atmosphere are within permissible concentrations; and that, (c) the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

**NOT SAFE FOR WORKERS:** Means that in the compartment or space so designated, the requirements of Safe for Workers have not been met.

**ENTER WITH RESTRICTIONS:** Means that in any compartment or space so designated, entry for work may be made only if conditions of proper protective equipment, clothing, and time are as specified.

**SAFE FOR HOT WORK:** Means that in the compartment so designated: (a) oxygen content of the atmosphere is at least 19.5 percent by volume, with the exception of inerted spaces or where external hot work is to be performed; and that, (b) the concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (c) the residues are not capable of producing a higher concentration than permitted by (b) above under existing atmospheric conditions in the presence of fire, and while maintained as directed on the Marine Chemist's Certificate; and further, that, (d) all adjacent spaces containing or having contained flammable or combustible materials have been cleaned sufficiently to prevent the spread of fire, or are satisfactorily inerted, or, in the case of fuel tanks or lube oil tanks, or engine room or fire room bilges, have been treated in accordance with the Marine Chemist's requirements.

**NOT SAFE FOR HOT WORK:** Means that in the compartment so designated, the requirements of Safe for Hot Work have not been met.

**SAFE FOR REPAIR YARD ENTRY:** Means that the compartments and spaces of the flammable cryogenic liquid carrier so designated: (a) have been tested by sampling at remote sampling stations, and results indicate the atmosphere tested to be above 19.5 percent oxygen, and less than 10 percent of the lower flammable limit, or (b) are inerted.

**CHEMIST'S ENDORSEMENT.** This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with NFPA 306 Control of Gas Hazards on Vessels and have found the condition of each to be in accordance with its assigned designation.

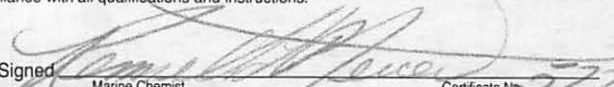
"The undersigned acknowledges receipt of this Certificate under Section 2-6 of NFPA 306 and understands conditions and limitations under which it was issued."

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed   
Name

Company

5/22/89  
Date

Signed   
Marine Chemist

Certificate No. 577

NOTE: THIS CERTIFICATE IS VALID ONLY ON MARINE VESSELS

MARINE CHEMISTS, INC. OF TEXAS  
P.O. BOX 3602 BEAUMONT, TEXAS 77704  
(409) 832-6409, 866-4822, 866-4223  
W.B. HATAWAY 537 K. L. MERCER 577

# MARINE CHEMIST CERTIFICATE

SERIAL NO. E 35147

SBA S-Y.  
Survey Requested by

ASHLAND OIL  
Vessel Owner or Agent

8-3-89  
Date

HO-97  
Vessel

TANK BARGE  
Type of Vessel

SBA / JENNINGS, LA.  
Specific Location of Vessel

COKE OVEN TAR (3)  
Last Three (3) Cargoes

OIL / HELVETIA / BENZENE  
Tests Performed

9:30 AM  
Time Survey Completed

BOW RAKE } SAFE FOR WORKERS  
STERN RAKE } SAFE FOR HOTWORK

CARGO TANKS

No. 1-2-3-4 P/S — SAFE FOR HOTWORK

ENTER WITH RESTRICTIONS

HALF FACE RESPIRATOR WITH ORGANIC VAPOR  
CARTRIDGE REQD. FOR ENTRY OVER 4 HRS PER DAY.  
FORCED AIR VENTILATION REQD. (MIN. 1000 CFM)  
BENZENE — LESS THAN 1 ppm

CARGO LINES — WASHED & DRAINED — VALVES CLOSED.

HEATER COILS — STEAMED OUT.

DECK DIESEL OIL TANK — CLEAN & DRY.

In the event of any physical or atmospheric changes adversely affecting the STANDARD SAFETY DESIGNATIONS assigned to any of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned Marine Chemist.

**QUALIFICATIONS:** Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

**STANDARD SAFETY DESIGNATIONS** (partial list, paraphrased from NFPA 306 Subsections 2-3.1 through 2-3.5, and Subsection 6-3.2)

**SAFE FOR WORKERS:** Means that in the compartment or space so designated: (a) the oxygen content of the atmosphere is at least 19.5 percent by volume; and that, (b) toxic materials in the atmosphere are within permissible concentrations; and that, (c) the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

**NOT SAFE FOR WORKERS:** Means that in the compartment or space so designated, the requirements of Safe for Workers have not been met.

**ENTER WITH RESTRICTIONS:** Means that in any compartment or space so designated, entry for work may be made only if conditions of proper protective equipment, clothing, and time are as specified.

**SAFE FOR HOT WORK:** Means that in the compartment so designated: (a) oxygen content of the atmosphere is at least 19.5 percent by volume, with the exception of inerted spaces or where external hot work is to be performed; and that, (b) the concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (c) the residues are not capable of producing a higher concentration than permitted by (b) above under existing atmospheric conditions in the presence of fire, and while maintained as directed on the Marine Chemist's Certificate; and further, that, (d) all adjacent spaces containing or having contained flammable or combustible materials have been cleaned sufficiently to prevent the spread of fire, or are satisfactorily inerted, or, in the case of fuel tanks or lube oil tanks, or engine room or fire room bilges, have been treated in accordance with the Marine Chemist's requirements.

**NOT SAFE FOR HOT WORK:** Means that in the compartment so designated, the requirements of Safe for Hot Work have not been met.

**SAFE FOR REPAIR YARD ENTRY:** Means that the compartments and spaces of the flammable cryogenic liquid carrier so designated: (a) have been tested by sampling at remote sampling stations, and results indicate the atmosphere tested to be above 19.5 percent oxygen, and less than 10 percent of the lower flammable limit, or (b) are inerted.

**CHEMIST'S ENDORSEMENT.** This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with NFPA 306 Control of Gas Hazards on Vessels and have found the condition of each to be in accordance with its assigned designation.

"The undersigned acknowledges receipt of this Certificate under Section 2-6 of NFPA 306 and understands conditions and limitations under which it was issued."

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed Robby SBA 0/3/89  
Name Company Date

Signed [Signature] 577  
Marine Chemist Certificate No.

NOTE: THIS CERTIFICATE IS VALID ONLY ON MARINE VESSELS





# S. B. A. SHIPYARDS, INC.

P. O. Box 1386

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

BOX BARGE "C-252"  
and/or OWNERS, and/or CHARTERS,  
ASHLAND OIL COMPANY  
10175 Mammoth Ave.  
Baton Rouge, LA 70814

INVOICE NO. 5-6 (90)

WORK ORDER NO. #1160

DATE May 23, 19 90

P.O. NO. #V.-11354

Attention: Mr. Rob Bradford

RED LETTER CLAUSE

INVOICE DUE UPON RECEIPT.

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Futhermore, we undertake to perform work on vessels and provide berth, warfage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

We Invoice your Account for work done to your 300' x 54' x 12' Box Barge, the "C.-252", as you requested, and as listed below.

1. GAS FREE and clean Heavy-oil, Box Barge with 12 cargo tanks and 2 rake tanks, SAFE for men, SAFE for fire, to include cargo lines, (steamed and blown ), steam coils and pump well. Heavy products removed from floor and angles and under coils. Re-Butterworth and detergent wash tanks.
2. After removing approximately 150 tons of products from the vessel with buckets and shovels, mix the product with 360 yards of red clay-sand.

2896 man hours at \$18.50 per man hour	\$53,576.00
Diesel for pumps and boilers, Vermillion-Rip, detergent and protective equipment	11,586.00
Total Labor and Materials	\$65,162.00

Checked By

No 1160

SBA SHIPYARDS, INC.

# Work Order

WHITE-OFFICE  
BLUE-JOB  
GREEN-SMAIHALL  
YELLOW-WAREHOUSE

WOT  
HULL No. 1160

PREPARED BY: Robin Smaihall DATE 3-26-90  
NAME OF VESSEL OR EQUIPMENT: Box Barge C-252 And for summer  
and for charters - Ashland oil - 300 x 54 x 12' -  
OWNER: 10175 Mammouth Ave - Baton Rouge, LA 70814 CUST. ORDER NO. POB Beach Road  
DATE STARTED 3-26-90 - 11:00 AM DATE COMPLETED '

DATE BILLED PD # V-11354 INVOICE NO.

## WORK TO BE DONE:

1. Gas Free & Blow - Heavy oil Box Barge  
12 - Cargo Tanks - 2. Take Tanks Safe for  
men. Safe for fire - to include Cargo  
lines - Steam Coils - & Pump Well -  
blowing products to be removed from  
floor and Angles & under Coils -
2. Gas free part of owners request same -

## SPECIAL MATERIAL TO BE ORDERED:

## SUB-CONTRACTS-OUTSIDE WORK:





# S. B. A. SHIPYARDS, INC.

P. O. Box 1386

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

TANK BARGE "AO-C-252"  
and/or OWNERS, and/or CHARTERS,  
ASHLAND OIL  
10175 Mammoth Drive  
Baton Rouge, LA 70814

INVOICE NO. 6-1 (90)

WORK ORDER NO. #1165

DATE June 7, 1990

P. O. NO. #V-11357

Attention: Mr. Rob Bradford

INVOICE DUE UPON RECEIPT.

## RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract; in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Futhermore, we undertake to perform work on vessels and provide berth, warfage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, fort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

We Invoice your Account for work done to your Tank Barge "AO-C-252", as requested and directed and indicated on your P.O. #V-11357. And as listed below.

1. Assisting with Blocking, 16 boxes, placing tarps after loading, placing liners in the boxes and loading "B.S. & W." in the boxes with a front-end loader. Products mixed with loader before loading.

14 manhours at \$19.50 per man hour	\$ 273.00
20 hours of service, with a 1 1/4 yard, front-end loader, at \$20.00 per hour of service	400.00

2. Furnish clay-sand to mix with products from the barge. Mix before loading in boxes for transporting to the disposal site.

428 yards of Clay-Sand, at \$4.00 per yard of Clay-Sand	1,712.00
Total Labor and Materials	\$2,385.00
6% State and Parish tax	143.10
Total Invoice Amount Due	\$2,528.10

\* Disposal Manifest enclosed

Checked By

No 1165

SBA SHIPYARDS, INC.

# Work Order

WHITE-OFFICE  
BLUE-JOB  
GREEN-SMAIHALL  
YELLOW-WAREHOUSE

WOF  
HULL No. 1165

PREPARED BY: Louis Smaihall DATE 5-16-90

NAME OF VESSEL OR EQUIPMENT: Tank Wagon - 40-C-252 - (Kenne

Products (BS&W) - to trucks - 4 Boxes

OWNER: Goshard oil - 10175 mainmth - 1000 CUST. ORDER NO.

DATE STARTED Baton Rouge LA 70814 DATE COMPLETED

DATE BILLED INVOICE NO.

## WORK TO BE DONE:

1. Assisting with Blocking - Boxes, Placing  
tarps after loading. Placing liner in  
Boxes - head - BS&W in Box  
with liner.

2. Furnish Clay Sand to mix with Products  
From Baton Rouge - mix before loading in  
Boxes - approx 360 yards

## SPECIAL MATERIAL TO BE ORDERED:

## SUB-CONTRACTS-OUTSIDE WORK:



MARINE CHEMIST CERTIFICATE

SERIAL NO. E092043

Survey Requested by SRA S/y Vessel Owner or Agent W.O. 1227 Date 1-28-92  
Vessel A O C-21 Type of Vessel TANK BARGE Specific Location of Vessel SRA MERMEN T.M.  
Last Three (3) Cargoes Black Oil Tests Performed Visual Time Survey Completed 4:30 PM  
Collected Chemist N.D. Benzyl Wood

ALL CARGO TANKS (1 P+S, 2 P+S) - GENERALLY CLEAN  
SAFE FOR WORKERS  
HAVE FIREWATCH WITH  
CHARGED FIRE HOSE  
ON STANDBY. THEN  
SAFE FOR HOT WORK.

CARGO LINES — OPENED, WASHED, CLOSED

DEED WELL PUMP — OPEN, DRAINED

STEAM COILS — AIR BLOWN  
SAFE FOR HOT WORK  
W. TH AIR ON COILS

WING TANKS #1 P+S #2 P+S — SAFE FOR WORKERS  
FORWARD & AFTER TANKER — SAFE FOR HOT WORK  
AIR VENT. (MIN. 500 CFM)  
REQUIRED

In the event of any physical or atmospheric changes adversely affecting the STANDARD SAFETY DESIGNATIONS assigned to any of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned Marine Chemist.

**QUALIFICATIONS:** Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

**STANDARD SAFETY DESIGNATIONS** (partial list, paraphrased from NFPA 306 Subsections 2-3.1 through 2-3.5, and Subsection 6-3.2)

**SAFE FOR WORKERS:** Means that in the compartment or space so designated: (a) the oxygen content of the atmosphere is at least 19.5 percent by volume; and that, (b) toxic materials in the atmosphere are within permissible concentrations; and that, (c) the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

**NOT SAFE FOR WORKERS:** Means that in the compartment or space so designated, the requirements of Safe for Workers have not been met.

**ENTER WITH RESTRICTIONS:** Means that in any compartment or space so designated, entry for work may be made only if conditions of proper protective equipment, clothing, and time are as specified.

**SAFE FOR HOT WORK:** Means that in the compartment so designated: (a) oxygen content of the atmosphere is at least 19.5 percent by volume, with the exception of inerted spaces or where external hot work is to be performed; and that, (b) the concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (c) the residues are not capable of producing a higher concentration than permitted by (b) above under existing atmospheric conditions in the presence of fire, and while maintained as directed on the Marine Chemist's Certificate; and further, that, (d) all adjacent spaces containing or having contained flammable or combustible materials have been cleaned sufficiently to prevent the spread of fire, or are satisfactorily inerted, or, in the case of fuel tanks or lube oil tanks, or engine room or fire room bilges, have been treated in accordance with the Marine Chemist's requirements.

**NOT SAFE FOR HOT WORK:** Means that in the compartment so designated, the requirements of Safe for Hot Work have not been met.

**SAFE FOR REPAIR YARD ENTRY:** Means that the compartments and spaces of the flammable cryogenic liquid carrier so designated: (a) have been tested by sampling at remote sampling stations, and results indicate the atmosphere tested to be above 19.5 percent oxygen, and less than 10 percent of the lower flammable limit, or (b) are inerted.

**CHEMIST'S ENDORSEMENT.** This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with NFPA 306 Control of Gas Hazards on Vessels and have found the condition of each to be in accordance with its assigned designation.

"The undersigned acknowledges receipt of this Certificate under Section 2-6 of NFPA 306 and understands conditions and limitations under which it was issued."

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed Neal Buckner Company SRA Date 1-28-92 Signed W.B. Hataway #537 Marine Chemist Certificate No. 1-28-92

NOTE: THIS CERTIFICATE IS VALID ONLY ON MARINE VESSELS





# S. B. A. SHIPYARDS, INC.

P.O. BOX 1386

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

TANK BARGE "AO-C216"  
and/or OWNERS, and/or CHARTERS,  
ASHLAND OIL  
10175 Mammoth Drive  
Baton Rouge, LA 70814

INVOICE NO. 2-2(92)

WORK ORDER NO. 1227

DATE February 10, 1992

P.O. NO.

Attn: Mr. Rob Bradford

## RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill: all time contracts are subject, without responsibility on our part, to delay in the case of strike, labor difficulties, fire or causes beyond our control: or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and / or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, wharfage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and / or indemnity and / or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

WE INVOICE YOUR ACCOUNT FOR CLEANING & GAS FREEING, DRY-DOCKING, UNDOCKING,  
AND REPAIRS AS PER DAVE KENNEDY, TESTING AND U.S.C.G. BI - ANNUAL.  
TANK BARGE "AO-C216" A 150'x52'x12' DOUBLE SKINNED BOX TANK BARGE.

TOTAL LABOR & MATERIALS \$37,170.00  
Plus 6% Sales Tax 2,230.20  
(unless exemption furnished) \$39,400.20

*Handwritten:*  
37,170  
no sales tax  
3/12/92

CHECKED BY: *[Signature]*



S.B.A. SHIPYARDS, INC  
Foot of LA HWY # 3166  
Jennings, LA 70546

INVOICE NO. 2-2(92)  
Work Order #: 1227  
February 10, 1992

TANK BARGE "AO-C216"  
and/or OWNERS, and/or CHARTERS,  
ASHLAND OIL  
10175 Mammoth Drive  
Baton Rouge, LA 70814

Attention: Mr. Rob Bradford

Invoice for cleaning and gas freeing, dry docking, undocking, repairs, as per  
Dave Kennedy, testing and U.S.C.G., Bi-Annual.

1. Gas Free and clean a 150'x52'x12' double skin box tank barge; 4 main tanks, containing 1 to 2 feet of black oil slop in main tank and some oil in one wing tank. Butterworthed, steamed and hot water washed. Picked up and bucket out to dump boxes on deck. Crane and winch truck, 88 BBls of rust, dirt, and slop oil. Re-butterworthed with steam and hot water adding degreaser through butterworth. Hand rinse and pick up remaining products. Steam and blow pipe line and coil system. Removed a barrel of heavy grease like product from the forward header.  
Labor Cost 936 man hrs @ \$19.00 per man hr \$17,784.00  
Materials Cost; Diesel fuel for boilers and pumps, detergent, protective gear, flashlights and batteries, use of 50 ton crane 6,419.00
2. Gas Free Chemist Certificate and Services of competent person checking vessel tanks, U.S.C.G. required. 580.00
3. Drydock, on marine railway, allow time to complete repairs, inspections, and testing, undock vessel. 900.00
4. Test to find leaking steam coils, cut necessary structural to raise oil leaking. Repair leaks found, replaced removed structural, and retested coil system.  
Labor and Materials 860.00
5. U.S.C.G. - I.S.E. and Cargo tank and wing inspection to clear 835 on steam coils and hull plate fractures. 500.00
6. C.O.J. Requirements:
  1. Remove 2-4" flanged P/V valves to shop, clean, rescreen, and replace as original. \$ 260.00
  2. Change out steam relief valve(owner furn.) 40.00
  3. Adjust Fan belt on power unit 20.00
  4. Remove, straighten and reinstall Port Stern winch wheel 85.00
  5. Clean 16 Butterworth flush deck hatches, remove broken cap screws, furnish new missing cap screws, retap, all 19 holes per hatch, new gaskets and never siege all cap screws- Labor & Materials 960.00
  6. Furnish and install 2" drain valve and plug on STB drip Pan- Labor & Materials 220.00

7. Clean Ullage flame screens	\$ 60.00
8. Clean oil and sand, hard products from deck	1,500.00
9. Repaint draft marks 4 corners	80.00
10. Remove and dispose of 4 rubber hoses used to vent steam coils to hatches	40.00
11. Repair steam lines connections to P/S drain pans under headers	300.00
12. Repair leaking steam coils in STB pollution pan Labor & Materials	100.00
13. Clean oil from both sides of barge P/S, where drip pans had leaked; Labor & Materials	820.00
14. Start and run, Pump Power unit, to prove remote shut down for U.S.C.G.	50.00
15. Tighten deck fuel tank vent	15.00
16. Refitted and welded flat bar in pollution boxes-additional Item;	80.00
Total Labor & Material Item #6 1-16	\$ 4,630.00

7. Internals:

1. Bow Void - Refit one vert. channel, Port side 3' & 8 pick up welds (added) 2 fractures 1-8" & 1-12" & 53 weld pick ups extra; Labor & Materials	\$ 530.00
2. #1 STB Void - Crop & renew, 6- 12x12x3/8" Bkts, Fwd. conner (added) 4 extra weld pick ups; Labor & Materials	930.00
3. #2 STB Void - 2 - 12"x12"x3/8" Corner Bkts, 6 - Clips, 10 pick up welds, plus 5 extra pick ups, 1 - Bottom Bkts, aft ladder, & clean bottom side longt. of rust & open drains; Labor & Materials	680.00
4. Stern Void - 3 - 12"x12"x3/8" corner Bkts, 1 - 4"x4"x 3/8" x 9' diag. angle, 5 pick up welds plus 1 - 6" long. fracture, 6 - clips & 7 extra weld pick ups; Labor & Materials	780.00
5. #2 Port Void - Reweld 2 bottom Bkts, 1 - clip & 5 pick up welds plus 3 extra pick up welds; Labor & Materials	160.00
6. #1 Port Void - 3 - 12"x12"x3/8" Bkts, One pick up weld (3rd BHD as marked) Plus 45 extra pick up welds; Labor & Materials	385.00
7. # 1 Cargo Tank - Replace missing 5/16x1 1/2" bolt, reach rod guide; Labor & Materials	25.00
8. # 2 Cargo Tank - (N.P.F.)	
9. # 3 Cargo Tank - Same as Item 7-7	25.00
10. # 4 Cargo Tank - (N.P.F.)	
11. Remove products from #2 interbottom & wing, & strip water from stern tank & wing; Labor & Materials	1,280.00
Total Labor & Materials Item #7 1-11	4,795.00

8. Air Test to 1 1/2# air; wings, voids, main tanks.  
Labor, equipment, and supplies 462.00

9. Pump water from tanks & voids after 2 days of rain & dry out.



TANK BARGE "AO-C216"  
ASHLAND OIL

PAGE 3

INVOICE NO. 2-2(92)  
February 10, 1992

10. Clean and replace 4 reach rods; Labor & Equipment	\$ 180.00
Pack 4 reach rods; Labor & Materials	<u>60.00</u>

TOTAL LABOR & MATERIALS	\$37,170.00
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Invoice amount due (plus 6% sales taxes due unless exemption furnished)	<u>2,230.20</u>
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TOTAL DUE THIS INVOICE	\$39,400.20
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Called  
Total paid  
to R.A. -  
2-3-92  
9:30 AM

S.B.A. Shipyard Inc.

WO# 1227

Started. 12-31-91. Box Tank Barge "AO-C-216"  
And/or owner and/or charter - Ashland  
oil - 10175 - Mammoth Drive, Baton Rouge  
La. 70814 - work. Authorized by Rob  
Bradford - Surveyed By Dave Kennedy -  
1-31-92.

Attention - Mr Rob. Bradford.

1. Gas free & Clean 150' X 52' X 12' - double  
Skin Box Tank Barge - 4 - Main tanks,  
Containing - 1 TO 2 feet of Slop oil in  
tanks, Butter worth, with Steam & Hot water,  
Picks up, Bucket out to Dump Boxes,  
Barge to - Pit with Crane & Winch truck  
88 - BBLs of Slop oil. Rust dirt etc.  
Re Butter worth & - main tanks again  
Reuse and Remove remaining Products,  
Steam, Coils, Wash Pipe line - including  
removing 1-BBL. of Heavy WAX and grease.  
~~used~~ from Fwd. Header - all safe for new

→ Safe for Fire -

936 - man hr @ 19.00 per man hr -

\$6414.00  
17,784.00  
\$24,203.00

2. Gas Free Chemist Cert. and Service of  
Competent Person checking Vessel  
while in yard -

\$580.00

3. Dry dock Vessel on marine railway,  
allow time to complete inspections, repairs,  
& testing, Undock Vessel.

\$900.00

Provisional  
Fuel for Barge, delugent,  
Pump, & Barge,  
Flt. light, & Barge,  
Gear -  
Machinery -



4. Test to Find Leaking Coils. Repair, Retest, Heating Coil System. Est. L & M. \$860.00
5. U.S.C.G. - I.S.F. & Cargo Tank. Inspections. Clear U.S.C.G. 835-on Steam Coils. Est. L & M. \$500.00  
\$87.043.00
6. C.O.I. ① Remove, Clean, reclean if necessary, replace Back on Barge as original. Price does not include re-seating if repl. Est. L & M. \$260.00
- ② Replace owner tested. L & M - 40.00
- FURNISHED STEAM RELIEF VALVE - 20.00
- ③ Adj. Fan Belts on Power unit - 85.00
- ④ Remove & STRAIGHTEN PORT STERN WINCH wheel. & replace - 960.00
- ⑤ Replace - 16 - BUTTER WORTH Gaskets, Clean, re-tap, Add. Missing - Cap screws, and use ANTI SEIZE - ON - Cap. screws - 220.00
19. Cap screws for Hatch - (Est.) L & M. 60.00
- ⑥ FURNISH & INSTALL 2" DRAIN Valve & Plug ON STR. DRIP PAN (Est) L & M - 1500.00
- ⑦ Clean ullage. Flame screws L & M - 80.00
- ⑧ Clean oil & Sand From Deck. L & M - 40.00
- ⑨ Repaint draft marks - 4 corners. 300.00
- ⑩ Remove, & dispose of. RUBBER HOSE. used to Vent Steam Coils to 4. Tank Hatch. Est. L & M - 100.00
- ⑪ Repair Steam line Connections to P/S drain. PANS under Headers - L & M - 100.00
- ⑫ Repair Steam Coils in STB. drip Pan - L & M - 100.00

- (13) Clean oil From Both Side of Barge where  
drum Pump. had drained. (Est) L&M - \$ 820.<sup>00</sup>
- (14) Test Run. Pump Engine & Prime shutdown. (L) 50.<sup>00</sup>
- (15) Tighten Fuel Tank. goose Neck. Vent. (L) 15.<sup>00</sup>
- Total L&M. Item 6-1-15- L&M. \$ 4550.<sup>00</sup>

## 7. Internals

- (1) Bow Void - Re Fit. 1. VERTICAL CHANNEL  
APROX 3' - (Port Side) - 8. Pick up welds 160.<sup>00</sup>
- (2) STR. #1 Void - Renew. 6. 12" X 12" X  $\frac{3}{8}$ " PLT.  
Fwd Corner Bkts - L&M - 860.<sup>00</sup>
- (3) STR #2 Void - 2. 12" X 12" X  $\frac{3}{8}$ " Corner Bkts  
6. Clips - \$ 10. Pick up welds - Reweld.  
1. Bottom Bkt. of aft ladder & clean Bottom  
Side longest. of Rust & Open weep Holes - L&M \$ 635.<sup>00</sup>
- (4) Stem Void - P/s - Portside only.  
3. 12 X 12 X  $\frac{3}{8}$  PLT. Corner Bkts -  
1. 4" X 4" X  $\frac{3}{8}$ " X 9' clng. \$ 5. Pick up welds - L&M - 620.<sup>00</sup>
- (5) Port #2 Void Reweld 2. bottom Bkts -  
1. clip - \$ 5 Pick up. welds \$ 95.<sup>00</sup>
- (6) Port #1 Void - 3. 12" X 12" X  $\frac{3}{8}$ " Bkts - L&M 184.<sup>00</sup>  
1. Pick up. weld. (3rd Bulk head. as marked)
- (7) Cargo Tank #1 Replace Missing  $\frac{5}{16}$ " X  $1\frac{1}{2}$ " Bolt \$ 25.<sup>00</sup>  
Rench Rod guide -
- (8) Cargo Tank #2 N.P.F.
- (9) Cargo Tank #3 Same as item 7.7. \$ 25.<sup>00</sup>
- (10) Cargo Tank #4 N.P.F.
- (11) Remove Product From #2 STR wing & Inter Bottom  
& Strip Water From. Stem Tank. & wing - L&M \$ 1280.<sup>00</sup>
- Total Steel Repair & Pick up \$ 3884.<sup>00</sup>  
Total \$ 35,480.<sup>00</sup>



$$\begin{array}{r} 19 \\ 16 \\ \hline 3 \end{array}$$

$$\begin{array}{r} 16 \\ 14 \\ \hline 2 \end{array}$$

2" Dan. & Nipple 60.00  
 2" 4 hr. @ 20.00

2" 4 hr. @ 20.00

$$\begin{array}{r} 360 \\ 720 \\ \hline 2 \end{array}$$

$$\begin{array}{r} 95 \\ 92 \\ \hline 3 \end{array}$$

$$\begin{array}{r} 15.51 \\ 15.51 \\ \hline 2 \end{array}$$

$$\begin{array}{r} 15.51 \\ 15.51 \\ \hline 2 \end{array}$$

$$\begin{array}{r} 15.51 \\ 15.51 \\ \hline 2 \end{array}$$

$$\begin{array}{r} 164 \\ 4.00 \\ 5.00 \\ 6.00 \\ \hline 75.00 \end{array}$$

$$\begin{array}{r} 15.51 \\ 15.51 \\ \hline 2 \end{array}$$

$$\begin{array}{r} 15.51 \\ 15.51 \\ \hline 2 \end{array}$$

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$$\begin{array}{r} 15.51 \\ 15.51 \\ \hline 2 \end{array}$$

$$\begin{array}{r} 15.51 \\ 15.51 \\ \hline 2 \end{array}$$

$$\begin{array}{r} 15.51 \\ 15.51 \\ \hline 2 \end{array}$$



W/O 1227 A O 216

THRU 1-17-92 419 1/2 3608.55

1-20-92	31	260.10
1-21-92	62 1/2	459.35
1-22-92	74 1/2	556.60
1-23-92	73 1/2	562.28
1-24-92	63	477.54
1-25-92	31	261.33

1-27-92	31	261.33
1-28-92	26 1/2	225.25

17.74  
300  
1808  
6419  
24.503  
938  
1900  
15.466  
300  
15.726

812 1/2 \$ 6672.33

10% OVERHEAD 6005.10

\$12,677.43

MARINE CHEMIST 285.00

WAREHOUSE (1-28-92) 5391.21

\$18,353.64



AO-C 216 Owners Repair List

1/1/92

Prepare for USCG COI, Dr. Deck,  
 ISE & Cargo Tank Inspection  
 Clear USCG 835's on steam coils

COI - 1 Clean FVs

- 2 Replace steam relief valve (overboard)
- 3 Adj. fan belts
- 4 Straighten Port Stern Winch Wheel
- 5 Replace 16 butterworth gaskets  
 Clean, Tap & Anti Seize butterworth
- 6 Install 2" drain valve & plug  
 on Stb. drip pan
- 7 Clean bilge flame sensors
- ④ Clean Sand/Oil from deck
- ⑤ Repaint all draft marks
- ⑩ Remove & dispose of all 1" rubber  
 hose on deck
- ⑪ Repair steam line connections  
 to both drip pans
- ⑫ Repair steam line coil in Stb drip  
 pan
- ⑬ Clean oil from both sides of bulkhead  
 where drip pan connects to bilge  
 drain.

Test run pump engine & prime Shutdown  
 Tighten fuel tank gaskets & blow  
 screen piping

## Internals

### Bow Void

Refit 1 vent channel CO/A 3' (Pul 1st)  
8' pick ups

### Stb #1 void

6 12" X 12" X 3/8" fwd corner brkts

### Stb #2 void

2 12" X 12" X 3/8" corner brkts

6 clips

10 Pick ups

Reweld 1 bottom brkt of aft ladder

Clean bottom side lang of rusty floor  
up weep holes

### Stern Void (Inspected P/side only - no hold)

3 12" X 12" X 3/8" Corner brkts

1 4" X 4" X 3/8" X 8'9" Diagonal

5 Pick ups

### Port #2 void

Reweld 2 bottom brackets of aft ladder

1 clip

5 Pick ups



Port #1 void

3 12" X 12" X  $\frac{3}{8}$ " Corner bolts

1 Pick up - (3rd bulkhead front of st. tank)

Cargo Tank #1

Replace missing  $\frac{5}{16}$ " X  $1\frac{1}{2}$ " bolt on  
reach rod guide.

Cargo Tank #2

N. P. F.

Cargo Tank #3

Replace missing  $\frac{5}{16}$ " X  $1\frac{1}{2}$ " bolt on  
reach rod guide

Cargo Tank #4

N. P. F.

Note: Remove minor product from #2 stl.  
wing void

Strip water from stern & wings

## Work Order

HULL No. WO# 1227

PREPARED BY: Louis Smailhall DATE 12-31-91  
 NAME OF VESSEL OR EQUIPMENT: Tank Barge (Box) AO-C-216 and  
 or owners and/or charterers Ashland oil-  
 OWNER: 10175- Mammoth Drive CUST. ORDER NO.  
 Batar Rouge - LA-70814  
 DATE STARTED 12-31-91 DATE COMPLETED  
 Bradford- 504-927-7255 DATE BILLED INVOICE NO.

## WORK TO BE DONE:

1. Shift Vessel From River North Side Yard TO Cleaning Plant. South Side,  
 Gas Free and Clean Barge. Safe For men  
 Safe For fire - Including Steam Coils -  
 Which are leaking in some tanks -  
 Leave Hard products, will only remove  
 Pennel Products in tanks where coils are  
 to be repaired - Picked up April 86 B.B.  
 Products that wouldn't use out - Ross Butterwell  
 and remove tank main 4 - 100 ft - Fluted Pipe Guy & Hendon  
 2. Gas Free, Chemist Certificate well 300 00  
 Barge Safe For men safe For fire - 24.500 00
3. Repair leaking Steam Coils - Rm 835  
 From USCG to repair System apart - 835 00
4. Clean areas of repairs where seal -  
 For Coil work. Clean area of repairs  
 in - water -
5. Test Heating Coil System after repair  
 Line and Pressure 100 -
6. Dock & undock - 150' X 52'6 X 12'-  
 double Skin tank Barge. undock after  
 repairs & Inspections - = 900 00
7. Internal - welding and repairs as marked  
 by - Dave Kennedy -
8. Clean Deck - Clean out Hatcher - re-top and  
 re-galvanize of regl. 16 - Hatch - Bolt Per hatch  
 each with 19 - Cap screws



Survey Requested by SBA S/Y Vessel Owner or Agent W. O. 1255 Date 8-31-92  
AOC 253 Type of Vessel Asiland Specific Location of Vessel SBA S/Y  
 Vessel Asiland Tests Performed O<sub>2</sub> / LEL / VISUAL / BENZENE Time Survey Completed 10:30 AM  
 Last Three (3) Cargoes

ALL CARGO TANKS (A1-3PTS) - GENERALLY CLEAN, SOME HARD  
RESIDUE, NO TRACE OF BENZENE  
WITH AIR VENT. (MIN. 500 CM)  
SAFE FOR WORKERS  
HAVE FIREWATCH WITH CHARGED  
FIRE HOSE, THEN  
SAFE FOR HOT WORK.

CARGO LINES ————— SAFE FOR HOT WORK  
WITH AIR ON LINES

STEAM COILS ————— AIR BLOWN.  
SAFE FOR HOT WORK

FORWARD & AFTER TANKS PTS - SAFE FOR WORKERS  
SAFE FOR HOT WORK.

DECK HOLDING TANK — SAFE FOR HOT WORK.

In the event of any physical or atmospheric changes adversely affecting the STANDARD SAFETY DESIGNATIONS assigned to any of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned Marine Chemist.

**QUALIFICATIONS:** Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

**STANDARD SAFETY DESIGNATIONS** (partial list, paraphrased from NFPA 306 Subsections 2-3.1 through 2-3.5, and Subsection 6-3.2)

**SAFE FOR WORKERS:** Means that in the compartment or space so designated: (a) the oxygen content of the atmosphere is at least 19.5 percent by volume; and that, (b) toxic materials in the atmosphere are within permissible concentrations; and that, (c) the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

**NOT SAFE FOR WORKERS:** Means that in the compartment or space so designated, the requirements of Safe for Workers have not been met.

**ENTRY WITH RESTRICTIONS:** Means that in any compartment or space so designated, entry for work may be made only if conditions of proper protective equipment, clothing, and time are as specified.

**SAFE FOR HOT WORK:** Means that in the compartment so designated: (a) oxygen content of the atmosphere is at least 19.5 percent by volume, with the exception of inerted spaces or where external hot work is to be performed; and that, (b) the concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (c) the residues are not capable of producing a higher concentration than permitted by (b) above under existing atmospheric conditions in the presence of fire, and while maintained as directed on the Marine Chemist's Certificate; and further, that, (d) all adjacent spaces containing or having contained flammable or combustible materials have been cleaned sufficiently to prevent the spread of fire, or are satisfactorily inerted, or, in the case of fuel tanks or lube oil tanks, or engine room or fire room bilges, have been treated in accordance with the Marine Chemist's requirements.

**NOT SAFE FOR HOT WORK:** Means that in the compartment so designated, the requirements of Safe for Hot Work have not been met.

**SAFE FOR REPAIR YARD ENTRY:** Means that the compartments and spaces of the flammable cryogenic liquid carrier so designated: (a) have been tested by sampling at remote sampling stations, and results indicate the atmosphere tested to be above 19.5 percent oxygen, and less than 10 percent of the lower flammable limit, or (b) are inerted.

**CHEMIST'S ENDORSEMENT.** This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with NFPA 306 Control of Gas Hazards on Vessels and have found the condition of each to be in accordance with its assigned designation.

The undersigned acknowledges receipt of this Certificate under Section 2-6 of NFPA 306 and understands conditions and limitations under which it was issued.

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed [Signature] SBA 8-31-92 Signed W.B. Hatway 537  
 Name Date Marine Chemist Certificate No.

NOTE: THIS CERTIFICATE IS VALID ONLY ON MARINE VESSELS



# S. B. A. SHIPYARDS, INC.

P.O. BOX 1386

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

TANK BOX BARGE "AO-C-253"  
and/or OWNERS, and/or CHARTERS,  
ASHLAND OIL COMPANY  
10175 Mammoth Drive  
Baton Rouge, LA 70814

INVOICE NO. 9-1(92)  
WORK ORDER NO. 1255  
DATE September 18, 19 92  
P.O. NO. V-13106

Attn: Rob Bradford

## RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill: all time contracts are subject, without responsibility on our part, to delay in the case of strike, labor difficulties, fire or causes beyond our control: or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and / or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, wharfage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and / or indemnity and / or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

We invoice your account for initial cleaning.

Invoice amount due upon receipt. . . \$60,600.00

*Amount due  
12/18/92  
\$60,600.00*

CHECKED BY: Carolyn A Kilburn



S.B.A. SHIPYARDS, INC.  
Foot of LA HWY #3166  
Jennings, LA 70546

Invoice No. 9-1(92)  
Work Order #1255  
September 18, 1992  
P.O. #V-13106

TANK BOX BARGE "AO-C-253"  
and/or OWNERS, and/or CHARTERS,  
ASHLAND OIL COMPANY  
10175 Mammoth Drive  
Baton Rouge, LA 70814

Attn: Rob Bradford

1. Invoice for Initial cleaning of approximately  
2 1/2' to 3' of sludge, 6 oil, and asphalt from main  
cargo tanks, steam coils close to bottom.

Shift barge from Northside of yard to cleaning  
plant on Southside of yard, open clean out hatches.  
Connected 6" pump suction to pipeline. Butterworthed  
cargo tanks with 180 & 200 degree hot water and steam  
at 130 lbs of pressure to remove as much of the soft  
products as would move and to make vessel safe for men  
to work in. Shifted vessel across slip and started  
digging and bucketing out residue through clean out  
hatches to 9 drum dump boxes. Removed 892 barrels  
from tanks, shifted vessel back to cleaning plant, and  
re-butterworthed tanks.

2720 man hrs @ \$19.00 per man hr. . . . .	\$51,680.00
Diesel for boiler fuel & pumps & for keeping buckets slick to dump products into dump boxes on deck, detergent and protective gear. . . . .	<u>8,320.00</u>
Labor & supplies P/O #V13106. . . . .	\$60,000.00
1% State Sales Tax. . . . .	<u>600.00</u>
INVOICE AMOUNT DUE UPON RECEIPT . . . . .	\$60,600.00



# S. B. A. SHIPYARDS, INC.

P.O. BOX 1386

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

TANK BOX BARGE "AO-C-253"  
and/or OWNERS, and/or CHARTERS,  
ASHLAND OIL COMPANY  
10175 Mammoth Drive  
Baton Rouge, LA 70814

INVOICE NO. 9-2(92)

WORK ORDER NO. 1255

DATE September 18, 1992

P.O. NO. v-13150

Attn: Rob Bradford

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill: all time contracts are subject, without responsibility on our part, to delay in the case of strike, labor difficulties, fire or causes beyond our control: or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and / or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, wharfage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and / or indemnity and / or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

We invoice your account for additional cleaning and repairs.

Invoice amount due upon receipt. . . \$37,400.30

CHECKED BY: Carolyn R. Kilburn



S.B.A. SHIPYARDS, INC.

Foot of LA HWY #3166

Jennings, LA 70546

Invoice No. 9-2(92)

Work Order #1255

September 18, 1992

P/O # V-13150

TANK BOX BARGE "AO-C-253"  
and/or OWNERS, and/or CHARTERS  
ASHLAND OIL COMPANY  
10175 Mammoth Drive  
Baton Rouge, LA 70814

Attn: Rob Bradford

1. Invoice for addition cleaning required after second butterworthing, still left alot of hard and loose products under coils on floors, coal tar and asphalt. Necessary to go in tanks with jack hammer and scrape and bucket out an additional 280 bbls of residue from the main cargo tanks, and pick up and scrape sand and hard residue from deck. Re-butterworthed tanks after scraping and picking up.  
1023 man hrs @ \$18.00 per man hr. . . . . \$18,414.00  
Diesel for boilers and pumps and detergent. . . . . 936.00  
1a. High pressure wash deck and scrape again to satisfy U.S.C.G. . . . . 238.00  
1b. 3860lbs 10-10-10- fertilizer and 75 yards of plain sand to mix with the 1162 bbls of products from barge . . . . . 632.00  
2. Gas Free Chemist Certificate, barge safe for men, safe for fire and 6hrs for Competent Person checking barge each day before hot work began . . . 438.00  
3. Shifted vessel from cleaning plant to Marine Rail Way, dock, laytime, & undock . . . . . 900.00  
4. Furnished grinders with equipment to assist Sonic gauger. 16 man hrs @ \$20.00 per man hr . . . 320.00  
Furnished sonic gauging data, Sabine Surveyors. . . 798.00  
5. Prepared barge for new C.O.I. - I.S.E. - C.T.E. and drydocked credits. Repairs as listed by Dave Kennedy.

1. Remove and clean and replace on barge 3-C/T - PV's.
2. Remove and clean and replace on barge 1-Slop tank PV.

3. Remove Hydraulic starter deliver to shop in Lake Charles for repairs and replace when returned. Furnish new 4" rain cap on muffler exhaust pipe.
4. Replace all ullage hatch gaskets and clean all flame screens.
5. Replace P/ Bow void hatch chain.
6. Remove and test steam header relief valve and repair condensate valves and guard as required, remove and test cargo pump relief valve, and reinstall valves after testing.
7. Hydro Deck Headers, stencil date and furnish test card.
8. Center punch and paint missing draft marks all four corners.
9. Test remote power unit shut down for U.S.C.G.
10. Test all four rake tanks and #1 & #2 main tanks, tested with air, witnessed by Darrel Landry and U.S.C.G.
11. Clean all tanks and rakes after repairs completed.  
218 man hrs @ \$20.00 per man hr. . . . \$ 4,360.00  
Repair hydro starter and furnish rain cap 580.00  
Gaskets, bolts, nuts, and misc. fittings 62.00
6. Internal repairs as per Dave Kennedy's list.  
Port Stern Void:  
1-11"x11"x3/8" Corner bkt.  
3-Pick up welds  
Stb. Stern Void:  
6-26"x26"x3/8" Corner bkts.  
1-8'x16"x3/8" Flanged Vertical Cord.  
1-19"x19"x3/8" deck bkt.  
1-11"x11"x3/8" corner bkt.  
1-Weld pick up  
Stb. Bow Void:  
8-26"x26"x3/8" Corner bkts.  
8-11"x11"x3/8" Corner bkts.  
Port Bow Void:  
1-9'x16"x3/8" Flanged Vertical Cord.  
1-19"x19"x3/8" Deck bkt.  
8-26"x26"x3/8" Corner bkts.  
8-11"x11"x3/8" Corner bkts.  
#3 Port Center Tank:  
1-8'6"x4"x4"x3/8" diag. angle.  
5-15"x15"x3/8" Corner bkts.



#3 Stb. Center Tank:

5-11"x11"x3/8" Corner bkts.

7-15"x15"x3/8" Corner bkts.

#2 Port Center Tank:

4-11"x11"x3/8" Corner bkts

1-clip

3-Weld pick ups.

#2 Stb. Center Tank:

1-5'x32"x3/8" plt. insert between 1&2

16-11"x11"x3/8" Corner bkts.

#1 Port Center Tank:

5-15"x15"x3/8" Corner bkts.

2-Weld pick ups.

#1 Stb. Center Tank:

5-11"x11"x3/8" Corner bkts.

5-Weld pick ups.

1-Refasten bottom of ladder

Additional: Found and repaired STB bow knuckle

1-4"x1/2"x8' flat bar.

1-18"x18"x5/8" pl knuckle bkt.

1-30"x4'x3/8" formed plate corner

Total plate and structural 3598#

Labor and materials including welding wire, oxygen,  
and gas @ \$2.50 per lb. . . . . \$ 8,995.00

7. Internal weld pick ups and seam gauging and  
welding

17 man hrs @ \$21.00 per man hr. . . . . 357.00

Total labor & materials; Items 1 through 7. . . 37,030.00

Plus 1% State Sales Tax . . . . . 370.30

INVOICE AMOUNT DUE UPON RECEIPT . . . . . 37,400.30

APPLICATION FOR INSPECTION OF U.S. VESSEL

FORM APPROVED  
OMB  
NO. 2115-0007

To: Officer in Charge, Marine Inspection

Marine Inspection Zone Lake Charles La.

The undersigned applies to have the ☐ Steam Vessel ☐ Motor Vessel

☐ Motorboat ☒ Barge ☐ Other (Indicate) \_\_\_\_\_

named AO-C-253 Official or Award No. \_\_\_\_\_

inspected under the laws of the United States; to be employed as a ☐ Passenger Vessel (No. of Passengers \_\_\_\_\_)

☐ Cargo Vessel ☒ Tank Vessel ☐ MODU ☐ Other (Indicate) \_\_\_\_\_

on the following route: (Waters, Geographical limits) Lake Borg & Sound

Liquid cargo in bulk ☒ will ☐ will not be carried as follows:

☐ Flammable or Combustible (Indicate grade) Grade A & lower

☐ Chemicals (Indicate) No - chemicals

Length of vessel 150' ft.

Hull material: ☒ Steel ☐ Other (Indicate) \_\_\_\_\_

Vessel will be at (Port, Pier, etc.) SBA Shipyard on rail way -

The current Certificate of Inspection expires on lay up expired 92 6-month

Inspection is desired on 9-9-92 19\_\_

Cargo Ship Safety Construction Certificate to be issued by ☐ ABS ☐ USCG. NA

Vessel ☒ is ☒ is not to be classed.

If classed, indicate Classification Society: ☐ ABS ☐ Other (Indicate) NA

I CERTIFY that previous application for this inspection ☐ has ☒ has not been made. I further certify that I have instructed the master to present the vessel ready in all respects for the above requested inspection on the date specified. I understand that if this inspection is to be conducted at foreign port or place the vessel owners will be billed for the costs incurred in accordance with 46 USC 382b-1.

(Signature) Rene Smallegange

(Title) Agent



Asphalt oil

AOC 253

Job # 1255

Prepare barge for new COI,  
ISE, CTE & Dry Dock credits  
Deck & undock - shift - 2900.00

Clean 3 C/T P's

Clean 1 Slop tank P

Repair starter (Hydraulic)

Clean Deck to safe condition

Install rain cap on muffler  
exhaust pipe

Replace all ullage hatch gskts.

Clean all flame screens

Replace P/Bow void hatch  
Chain

Test steam relief valve &  
Coils - repair condensate  
valves & guards as ness.

Test pipeline, steril date &  
furnish test card.

labor & material - Topical  
including drydocking. et.

4200.00

5200.00

Page 140

98000.30  
86527.18  
11473.12

2%



$$\begin{array}{r} 51 \\ 92 \\ 64 \\ \hline 210 \\ 4200 \end{array}$$

$$\begin{array}{r} 1162 \\ 892 \\ \hline 270 \end{array}$$

$$\begin{array}{r} 218 \\ 436 \\ \hline \end{array}$$

$$\begin{array}{r} 3422385 \\ 1147312 \\ \hline 4569697 \end{array}$$

$$\begin{array}{r} 3802650 \\ 1427683 \\ \hline 5230333 \end{array}$$

1. 1000 6/800 1000 1000  
 2. 1000 11 1000 1000  
 3. 1000 11 1000 1000  
 4. 1000 11 1000 1000  
 5. 1000 11 1000 1000  
 6. 1000 11 1000 1000  
 7. 1000 11 1000 1000  
 8. 1000 11 1000 1000  
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 10. 1000 11 1000 1000  
 11. 1000 11 1000 1000  
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 16. 1000 11 1000 1000  
 17. 1000 11 1000 1000  
 18. 1000 11 1000 1000  
 19. 1000 11 1000 1000  
 20. 1000 11 1000 1000



# Internals

## Port Stern Void

- 1 11" X 11" X 3/8" Corner brkt - ~~16~~ #16.  
3 pickups APPROX - 2' Pickup.

## Stb. Stern Void

- 6 26" X 26" X 3/8" Corner brkt - 338 #  
1 8' X 16" X 3/8" Flanged vert cord - 159 #  
1 19" X 19" X 3/8" deck brkt 44 #  
1 11" X 11" X 3/8" Corner brkt 16 #  
1 pickup 8"

## Stb. bow Void

- 8 26" X 26" X 3/8" Corner brkt 592 #  
8 11" X 11" X 3/8" Corner brkt 128 #

## Port bow Void

- 1 9' X 16" X 3/8" Flanged vert cord 193 #  
1 19" X 19" X 3/8" deck brkt 44 #  
8 26" X 26" X 3/8" Corner brkt 592 #  
8 11" X 11" X 3/8" Corner brkt 128 #

## #3 Port C/T 9.8 #

- 1 8' 6" X 4" X 4" X 3/8" L<sup>s</sup> diag 55 #  
5 15" X 15" X 3/8" Corner brkt 24 #

## #3 Stb. C/T

- 5 11" X 11" X 3/8" Corner brkt 80 #  
7 15" X 15" X 3/8" Corner brkt 181 #



## #2 Port C/T

4 11" X 11" X 3/8" Corner brkt 64#  
 1 Clip 3#  
 3 pick ups 2' ~~214#~~

## #2 Stb. C/T

1 5' X 32" X 3/8" Insert (between 1 & 2) 214#  
 16 11" X 11" X 3/8" Corner brkt 256#

## #1 Port C/T

5 15" X 15" X 3/8" Corner brkts 24#  
 2 pick ups 2'

## #1 Stb C/T

5 11" X 11" X 3/8" Corner brkts 80#  
 5 pick ups 4'  
 1 Re fasten bottom of ladder 4#

Note: STP - TOTAL WT. 3,232#  
 Pick up welding 11'

3232# @ 2.50 PB  
 1.2 Material

Painting. Bottom 151 X 52.6 = 7,943#  
 Sides 151 X 2 X 13 = 3,926#  
 Ends 52.6 X 13 X 2 = 1,368#  
 Add 151 X 65 = 9,815#

80.4 sq Feet.

23,052.00

8080.00  
 5200.00  
 13280.00  
 23,052.00  
 3633.00  
 7931.70  
 11564.90  
 23,052.00

23,052.00



W/O 1255

A.O.C-253

Cleaning -

6/29/92 - 9/1/92

52 days

3752 x 18<sup>00</sup>

3752 Hours

\$ 31,535.36

Boiler & pump 67.536

Feed 11.00 0.00

de la gant 78.536

Protecteur gear 78.1

Boo to - 79.317

Alouet - 79.317

90% O/H

28,381.83

59,917.19

1 162. B Bh. Poudre

more than Hatch

10,918.63

Marine Chemist

240.00

5-  
8-  
680

3800# 10-10-10. Fertilizer  
75-yards river Sand-

\$ 71,075.82

356.00

225.00

200.00

78.11



# SABINE SURVEYORS, INC.

MARINE SURVEYORS & CONSULTANTS

9509 HIGHWAY 69, PORT ARTHUR, TEXAS 77640

(409) 724-6969 TWX 910-886-5329 FAX (409) 724-7761

HOUSTON (713) 480-6969 NEW ORLEANS (504) 484-6969

## FIELD SURVEY

9/1/92

DATE

We, the undersigned, have on this date carried out survey of *TANK BARGE A. O. C-253* while vessel hauled out at *S. B. A. Shipyard Jennings Louisiana* at the request of *S. B. A. Shipyard* and on behalf of whom it may concern in order to conduct *ULTRA SOMIC* testing of vessel bottom and bilge knuckle plating.

Belt No	Upon Examination								
	Port	Bow			STBD				
	Knuckle	C	B	A	R	A	B	C	Knuckle
1	355	360	400	365	405	410	405	390	380
2	420	390	395	365	360	355	380	420	370
3	390	370	400	385	310	380	340	380	360
4	410	345	380	375	360	350	370	370	380 #1
5	410	405	400	340	390	380	395	390	340
6	350	355	370	365	375	370	385	375	360
7	370	360	390	350	390	330	345	380	340
8	360	390	355	370	400	340	370	310	350
9	335	420	410	365	380	410	400	400	390
10	320	400	410	340	400	390	340	330	355
11	335	400	400	365	380	375	380	340	300 #2
12	350	390	330	375	365	320	370	355	320
13	320	410	390	370	380	365	355	340	340
14	320	360	400	345	370	370	365	370	320
15	325	345	380	385	340	360	370	350	355
16	310	355	390	365	350	345	340	370	345
17	340	375	365	385	360	370	330	360	330
18	360	370	380	390	320	340	370	385	370 #3
19	360	370	385	380	350	330	365	400	375
20	330	360	350	360	365	370	370	370	350
21	480	330	360	365	360	320	310	340	300

STERN



General Notes

- A). Barge surveyed by use of a Cygnus II Ultra Sonic Thickness gauge using a 2.25 MHz  $\frac{1}{2}$ " diameter probe.
- B). Survey consists of 21 belts from port bilge knuckle to starboard bilge knuckle inclusive of all bottom plating in between.
- C). Belts beginning from forward bulkhead spaced on 8' centers to aft bulkhead with additional belts on each side of cargo tank transverse bulkheads and in Bow and Stern void compartments.

This survey signed without prejudice and on behalf of whom it may concern.

Malcomb L. Patrick  
Malcomb L. Patrick  
Sabine Surveyors Inc.

Dave Kennedy  
DAVE Kennedy

# Work Order

Work Order No. 1255

PREPARED BY: R.B. DATE 6-24-92

NAME OF VESSEL OR EQUIPMENT: TANK/BARGE B-253 - And/or

Owners and/or charters - Ashland Oil Ref Co.

OWNER: 10178 Mammoth Drive CUST. ORDER NO. Rob Bradford

DATE STARTED Baton Rouge La 20814 DATE COMPLETED

DATE BILLED INVOICE NO.

## WORK TO BE DONE:

1- Shift BARGE to Cleaning Facility -  
GAS FREE and Clean ASPHALT  
& COAL TAR Bottom - Butterworth  
all you can - If necessary  
Jack Hammer and Buckget out  
Heavy & unwashable products -  
Rinse w/ detergent  
STEAM and blow coils & Pipe  
Line - Safe for Men - Safe  
for Fire

2 - GAS Free Cont.



Avondale Industries, Inc.



**Avondale**

Steel Sales Division

ASHLAND

W/O 1255

3800 Peters Rd.  
Harvey, LA 70058  
504-367-6553  
Watts LA 1-800-382-4015  
Watts USA 1-800-535-4062

Angles	H-Beams	Rounds	Plates	Sheets	Expanded Metal
I-Beams	Junior Beams	Squares	Floor Plates	Strip	Wire Mesh
WF-Beams	Flat Bars	Rein. Bars	Floor Grating	Pipe	Channels

THRU  
7/25/92 1553 13,313.58  
July 27 - 91 73645  
" 28 - 99 779.70  
" 29 - 100 789.20

1843 15,618.93

90%

14,057.04  
29,675.97

Fast Service for Busy People

John  
Baker  
Andrews  
Auto-More

131

W/O 1255 Ashland Oil

B-253

COST

Hrs - Wages -

6/29 - 7/2 129 1/2 1047.75

7/6 - 7/11 12 day 299 1/2 2624.89

July - 13 & 14 179 1/2 1467.93

608 1/2 \$ 5140.57  
4626.52 90%

THRU <7-14-92> TOTAL WAGES & OVERHEAD \$ 9767.09

Boiler Fuel - Disposal - etc

MATERIAL 6128.60

\$ 15,895.69  
2000.00  
\$ 17,895.69

Quoted  
7-16-92  
Approved  
504-927-7255

Quoted  
through  
8-92

65 (100)

12  
16  
28  
20  
48



W/O 1255 Ashland C-253

June 29 — Aug 16

< 42 days >

3083 1/2  
(\$8.43)

\$25,994.26

90% off

23,394.84

\$49,389.10

Gallons Fuel

WAREHOUSE

8190

7/15 -

6128.60

3788

7/31 -

2838.92

10

8/17 -

346.37

11,988

9313.89

9313.89

COST TO DATE

\$58,702.99



3743 nurb-  
@ 19<sup>00</sup>

71.117-

11.

54.416<sup>00</sup>

2864

2720-

3743  
2864  
8793  
102

1023  
19

19 350  
18 414  
936

1069-  
19

19  
12  
38  
198  
22

102870  
958571  
11,014,46

60,000  
51,680  
8,320



## Additions to No C 216

#7

Port bow bottom corner  
wrapper 6" fracture -  
G & W - Root pass each  
side - Overlap twice  
on each side -

Stb. Stern - Grind off all  
red hand - G & W from  
both sides - (Note! blow holes  
@ ea end of cracks)

Port Stern deck - G & W 14"  
fracture from both sides -

Install 3/4" pipe plug in  
stb drip pan gate valve

Air Test & Prove all  
welds 6 ton -

#9

stb std stem Rake  
4. 13 kts - 12 x 12 x 3/8 -

1 - angle - 4 x 6 x 3/8 x 2  
'Called' Rbk. regarding additional  
Pick up welding in - wrap 4 x 6

Fwd Rake. Sta. Corner

Box Repaired - Corner Bkts  $2\frac{1}{2}'' - \frac{3}{8}''$  Plt.  
Tack Off Not used at all in

over head - Bkts at 12 No welding -  
Top side - Small Tack welded - some top - Brake -

Same as #1 - Port. Still has steel layer in  
Barge. From former repair



Survey Requested by SBA S.Y. Vessel Owner or Agent ASHLAND ON Date 11-23-92  
Vessel AO-33 Type of Vessel TANK BARGE Specific Location of Vessel SBA/JENNINGS  
Last Three (3) Cargoes COAL TAR (3X) Tests Performed O2, LEL, VISUAL Time Survey Completed 11:00 AM

CARGO TANKS:

No. 1-2-3-4 P/S - WATER BOTTOMS

SAFE FOR HOTWORK

HOTWORK LIMITED TO BURNING HOLE'S THRU  
DECK AND BULKHEADS.

FIREWATCH WITH CHARGED FIRE HOSE REQUIRED  
FOR HOTWORK IN #1 PORT.

In the event of any physical or atmospheric changes adversely affecting the STANDARD SAFETY DESIGNATIONS assigned to any of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned Marine Chemist.

**QUALIFICATIONS:** Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

**STANDARD SAFETY DESIGNATIONS** (partial list, paraphrased from NFPA 306 Subsections 2-3.1 through 2-3.5, and Subsection 6-3.2)

**SAFE FOR WORKERS:** Means that in the compartment or space so designated: (a) the oxygen content of the atmosphere is at least 19.5 percent by volume; and that, (b) toxic materials in the atmosphere are within permissible concentrations; and that, (c) the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

**NOT SAFE FOR WORKERS:** Means that in the compartment or space so designated, the requirements of Safe for Workers have not been met.

**ENTER WITH RESTRICTIONS:** Means that in any compartment or space so designated, entry for work may be made only if conditions of proper protective equipment, clothing, and time are as specified.

**SAFE FOR HOT WORK:** Means that in the compartment so designated: (a) oxygen content of the atmosphere is at least 19.5 percent by volume, with the exception of inerted spaces or where external hot work is to be performed; and that, (b) the concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (c) the residues are not capable of producing a higher concentration than permitted by (b) above under existing atmospheric conditions in the presence of fire, and while maintained as directed on the Marine Chemist's Certificate; and further, that, (d) all adjacent spaces containing or having contained flammable or combustible materials have been cleaned sufficiently to prevent the spread of fire, or are satisfactorily inerted, or, in the case of fuel tanks or lube oil tanks, or engine room or fire room bilges, have been treated in accordance with the Marine Chemist's requirements.

**NOT SAFE FOR HOT WORK:** Means that in the compartment so designated, the requirements of Safe for Hot Work have not been met.

**SAFE FOR REPAIR YARD ENTRY:** Means that the compartments and spaces of the flammable cryogenic liquid carrier so designated: (a) have been tested by sampling at remote sampling stations, and results indicate the atmosphere tested to be above 19.5 percent oxygen, and less than 10 percent of the lower flammable limit, or (b) are inerted.

**CHEMIST'S ENDORSEMENT.** This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with NFPA 306 Control of Gas Hazards on Vessels and have found the condition of each to be in accordance with its assigned designation.

"The undersigned acknowledges receipt of this Certificate under Section 2-6 of NFPA 306 and understands conditions and limitations under which it was issued."

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed Russ Marshall  
Name Company

Signed Russ Marshall 577  
Date Marine Chemist Certificate No.

NOTE: THIS CERTIFICATE IS VALID ONLY ON MARINE VESSELS

Survey Requested by SBA S/V Vessel Owner or Agent ASHLAND Date 1-25-93  
A033 TANK BARGE Specific Location of Vessel SBA MERCHANT  
Vessel COAL TAR, BLACK OIL Type of Vessel O2/LEL/VISUAL/BENZENE 11:30 PM  
Last Three (3) Cargoes Tests Performed Time Survey Completed

ALL CARGO TANKS (#1-4145) - GENERALLY CLEAN/SOME  
RESIDUE,  
LESS THAN 0.5 PPM BENZENE,  
WITH AIR VENT. (MIN 100 CFM)  
SAFE FOR WORKERS  
SAFE FOR HOT WORK  
FIRE WATCH WITH CHARGED  
FIREHOSE REQUIRED  
DURING HOT WORK

CARGO LINES WITH AIR ON LINES  
SAFE FOR HOT WORK

STEAM COILS AIR BLOWN  
SAFE FOR HOT WORK

FORWARD + AFTER TANKS - SAFE FOR WORKERS  
SAFE FOR HOT WORK

In the event of any physical or atmospheric changes adversely affecting the STANDARD SAFETY DESIGNATIONS assigned to any of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned Marine Chemist.

**QUALIFICATIONS:** Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

**STANDARD SAFETY DESIGNATIONS** (partial list, paraphrased from NFPA 306 Subsections 2-3.1 through 2-3.5, and Subsection 6-3.2)

**SAFE FOR WORKERS:** Means that in the compartment or space so designated: (a) the oxygen content of the atmosphere is at least 19.5 percent by volume; and that, (b) toxic materials in the atmosphere are within permissible concentrations; and that, (c) the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

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**ENTER WITH RESTRICTIONS:** Means that in any compartment or space so designated, entry for work may be made only if conditions of proper protective equipment, clothing, and time are as specified.

**SAFE FOR HOT WORK:** Means that in the compartment so designated: (a) oxygen content of the atmosphere is at least 19.5 percent by volume, with the exception of inerted spaces or where external hot work is to be performed; and that, (b) the concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (c) the residues are not capable of producing a higher concentration than permitted by (b) above under existing atmospheric conditions in the presence of fire, and while maintained as directed on the Marine Chemist's Certificate; and further, that, (d) all adjacent spaces containing or having contained flammable or combustible materials have been cleaned sufficiently to prevent the spread of fire, or are satisfactorily inerted, or, in the case of fuel tanks or lube oil tanks, or engine room or fire room bilges, have been treated in accordance with the Marine Chemist's requirements.

**NOT SAFE FOR HOT WORK:** Means that in the compartment so designated, the requirements of Safe for Hot Work have not been met.

**SAFE FOR REPAIR YARD ENTRY:** Means that the compartments and spaces of the flammable cryogenic liquid carrier so designated: (a) have been tested by sampling at remote sampling stations, and results indicate the atmosphere tested to be above 19.5 percent oxygen, and less than 10 percent of the lower flammable limit, or (b) are inerted.

**CHEMIST'S ENDORSEMENT.** This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with NFPA 306 Control of Gas Hazards on Vessels and have found the condition of each to be in accordance with its assigned designation.

"The undersigned acknowledges receipt of this Certificate under Section 2-6 of NFPA 306 and understands conditions and limitations under which it was issued."

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed W.B. Hataway SBA 1-25-93 Signed W.B. Hataway #537  
Name Company Date Marine Chemist Certificate No.

NOTE: THIS CERTIFICATE IS VALID ONLY ON MARINE VESSELS





# S. B. A. SHIPYARDS, INC.

P.O. BOX 1386

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

TANK BARGE "AO-33"  
and/or OWNERS, and/or CHARTERS,  
ASHLAND OIL COMPANY  
10175 Mammoth Drive  
Baton Rouge, LA 70814

INVOICE NO. 1-6(93)

WORK ORDER NO. 1265

DATE January 28, 19 93

P.O. NO. V11848

Attn: Rob Bradford

## RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill: all time contracts are subject, without responsibility on our part, to delay in the case of strike, labor difficulties, fire or causes beyond our control: or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and / or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, wharfage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and / or indemnity and / or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

We invoice your account for Cleaning, Gas Freeing, vessel - 8 cargo tanks,  
as per Rob Bradford.

TOTAL LABOR, EQUIPMENT, MATERIALS, AND SUPPLIES	\$77,586.00
1% Sales Tax	775.86
INVOICE AMOUNT DUE	\$78,361.86

TERMS: INVOICE DUE UPON RECEIPT

CHECKED BY :

R.B. PUGH JR.

S.B.A. SHIPYARDS, INC.  
9040 CASTEX LDG.  
JENNINGS, LA 70546

INVOICE NO. 1-6(93)  
WORK ORDER # 1265  
JANUARY 28, 1993

TANK BARGE "AO-33"  
and/or OWNERS, and/or CHARTERS,  
ASHLAND OIL COMPANY  
10175 Mammoth Drive  
Baton Rouge, LA 70814

We invoice your account for cleaning and gas freeing vessel; 8 cargo tanks, as per Rob Bradford; Ashland P.O. #V11848.

1. Shift Vessel: North side of yard from river to south slip cleaning plant, return to river when cleaning completed and Chemist Certificate issued, for U.S.C.G. COI and internal repairs.
2. Connect Barge pipeline to yard pumps, steam and Butterworth with hot water to remove as much of Products; 6-oil and asphalt in order to condition tanks and obtain Chemist Certificate; safe for personnel and hot work, cutting 2(two) 6 1/2' x 6 1/2' holes in #2 & #3 Stb deck tanks after covering with approximately 3" of water. Removed water and placed large dump boxes with crane in holes and started removal of remaining products. Removed approximately 1460 BBLs of products from 8(eight) tanks. Removed dump boxes as filled to area of pit closure, mixed with Nitrogen (fertilizer) lime and pit sand, scraped under angles.
3. Shifted Barge back to cleaning plant, saturated 8(eight) tanks by heavy spray with Vermillion Rip, Diesel Fuel, and Approximately 30# Caustic mixed before spraying. Let set for 8 hours re-steamed and butterworthed each tank for 2 days rehanging butterworths, jack hammered out hard asphalt or residue, rewashed and picked up remaining product after rinsing obtained Marine Chemist Certificate; Safe for men; Safe for hot work. Steamed and dropped pipelines before picking up.



TANK BARGE "AO-33"  
ASHLAND OIL COMPANY

PAGE 2

INVOICE NO. 1-6(93)  
JANUARY 28, 1993

4.	26 man hrs Competent Person checking barge each working day; Safe for Personnel and hot work @ \$20.00 per man hr. . . . .	\$ 520.00
5.	2 Gas Free Chemist Certificate . . . . .	600.00
6.	3355 man hrs labor @ \$18.50 per man hr; including replacing cutouts, refitting, and rewelding 2 sides. . . . .	62,068.00
7.	Warehouse Supplies: Boots, slickersuits, Flash-lights and batteries, rubber gloves, and plastic sheets to protect deck in areas of product removals; 14,464 gallons of diesel boiler fuel and mixing with detergent, for diesel engine driven pumps. . . . .	12,235.00
8.	Pit Sand, Fertilizer, and Lime . . . . .	<u>2,163.00</u>
	TOTAL LABOR, EQUIPMENT, MATERIALS, AND SUPPLIES.	\$77,586.00
	1% State Sales Tax . . . . .	<u>775.86</u>
	INVOICE AMOUNT DUE . . . . .	\$78,361.86

W/O 1265 AO-33

CLEANING - P/O #11848

Hours

21 211.39 Comp Person

3239 23,470.84 cleaning

95 875.00 Cut Holes-Deck & BKD & Patch + Weld

3355 24,557.23 - wages

22,101.51 90% O/H  
# 46,658.74

# 10,069.42 warehouse

( COSTIC SODA - 15 gallons  
Boiler Fuel - 13,350 "  
\* DIESEL - - 1114 "  
V. Rip - - - 61 "  
OTHER - - - - Rods - Flashlight -  
Battery - Glass -

# 395.00 SAND

# 138.00 FERTILIZER

# 480.00 - 2 MARINE Chem. CERT

# 57,741.16 COST CLEANING

W/O 1265

77,586.00

19,844.84 Prof

\* 400 gal old Diesel





# S. B. A. SHIPYARDS, INC.

P.O. BOX 1386

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

TANK BARGE "AO-S233"  
and/or OWNERS, and/or CHARTERS,  
ASHLAND OIL CORPORATION  
10175 Mammoth Drive  
Baton Rouge, LA 70814

INVOICE NO. 3-2(93)

WORK ORDER NO. 1270

DATE March 18, 19 93

P.O. NO. V-11849 & V-15118

Attn: Rob Bradford

## RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill: all time contracts are subject, without responsibility on our part, to delay in the case of strike, labor difficulties, fire or causes beyond our control: or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and / or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, wharfage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and / or indemnity and / or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

We invoice your account for cleaning, necessary for obtaining, Certified Chemist Gas Free Certificate; Safe for men and Hot work; 10 Cargo tanks, side wings, rake ends, steam coils, steaming pump and pipelines, including deck headers.

TOTAL LABOR, EQUIPMENT, AND MATERIALS	\$109,265.00
1% Out of State Sales Tax	1,092.65
TOTAL INVOICE AMOUNT DUE	\$110,357.65

CHECKED BY : Carolyn L. Kilburn  
Carolyn L. Kilburn

S.B.A. SHIPYARDS, INC.  
9040 CASTEX LDG.  
JENNINGS, LA 70546

INVOICE NO. 3-2(93)  
WORK ORDER #1270  
MARCH 18, 1993  
P.O. #V-11849 &  
#V-15118

TANK BARGE "AO-S233"  
and/or OWNERS, and/or CHARTERS,  
ASHLAND OIL CORPORATION  
10175 Mammoth Drive  
Baton Rouge, LA 70814

Attention: Mr. Rob Bradford

We invoice, Ashland Oil Corporation, for cleaning, necessary for obtaining, Certified Chemist Gas Free Certificate; Safe for men and Hot work; 10 Cargo tanks, side wings, rake ends, steam coils, steaming pump and pipelines, including deck headers as follows;

1. Shift 275'x54'x12' Tank Barge from north side of yard to cleaning plant slip, south side of yard.
2. Open tank hatches & butterworth hatches, connect, shore to barge, ground connections; connect, barge pump discharge header to yard plant waterous pump, and connect yard steam hose to barge steam coils. Due to the amount of hard and soft products in the vessel, and in order to get the vessel safe for personnel to work in it was necessary to butterworth each tank with steam, 180 degree hot water, and detergent rehanging butterworth in each tank for approximately 3 days, removing as much of the products as possible.
3. Placed 8-BBL dump boxes on deck using crane to remove from barge to land then transferring to mixing pits with winch truck, dump and return to barge deck area of digging products from tanks and bucketing out to dump boxes. As products removed from tanks, tanks were sprayed with mixture of diesel, detergent, and approximately 50 Lbs of Caustic. Two batches required for the 8 tanks cleaned. Re-butterworthed with steam,



detergent, and 180 degrees water, after removing approximately 4 to 6" of hard asphalt under coils, in corners, and along center with jack hammers and scraping under angles and structural. Cold water rinsed and picked up remaining residue. Dispose of products removed from vessel by mixing with sand, fertilizer, and lime in pit closure. Obtained Gas Free Chemist Certificate. Shifted Vessel across slip, scrapped and swept sand and residue from deck used to protect coating as much as possible during cleaning operations. Removed 1652.5 Bbls of products from the 8 tanks.

4.	33 man hrs Competent person checking vessel, twice a day, each work day; safe for personnel @ \$20.00 per man hr. . . . .	\$ 660.00
5.	Gas Free Chemist certificate. . . . .	300.00
6.	4633 man hrs @ \$18.50 per man hr. . . . .	85,711.00
7.	Warehouse Supplies; boots, slicker suits, flash lights, batteries, rubber gloves, plastic sheets to protect deck areas of product removals, 27,571 gallons of diesel fuel for pumps, boilers, and soaking tanks; detergent, rags, and etc.. .	18,962.00
8.	Pit sand, fertilizer and lime . . . . .	2,732.00
9.	Crane time removing boxes and BBLs from barge to land and back to barge. . . . .	<u>900.00</u>
10.	Total Labor, Equipment, and Materials. . . . .	109,265.00
11.	1% out of state sales tax . . . . .	<u>1,092.65</u>
12.	TOTAL INVOICE AMOUNT DUE . . . . .	\$110,357.65

SBA	ASHLAND OIL	7-9-94
Survey Requested by	Vessel Owner or Agent	Date
HOC 236	TANK BARGE	SBA/BENNINGS
Vessel	Type of Vessel	Specific Location of Vessel
COAL TAR (3X)	O2, LEL, VISUAL, TOXIC	1:15 PM
Last Three (3) Cargoes	Tests Performed	Time Survey Completed

BOW RAKE VOIDS P/S / SAFE FOR WORKERS  
STERN RAKE VOIDS P/S / SAFE FOR HOTWORK

CARGO TANKS:  
No. 1-2-3 — SAFE FOR WORKERS  
\* PORT / STBD — SAFE FOR HOTWORK  
\* FIREWATCH WITH CHARGED FIREHOSE REQUIRED.  
FORCED AIR VENTILATION REQUIRED FOR ENTRY & WORK.

BENZENE - LESS THAN 0.5 PPM  
H2S - 0 PPM

DECK SLOP TANK — SAFE FOR HOTWORK

STEAM COILS — SAFE FOR HOTWORK

CARGO LINES & DEEPWELL - WASHED & DRAINED.

In the event of any physical or atmospheric changes adversely affecting the STANDARD SAFETY DESIGNATIONS assigned to any of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned Marine Chemist.

**QUALIFICATIONS:** Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

**STANDARD SAFETY DESIGNATIONS** (partial list, paraphrased from NFPA 306 Subsections 2-3.1 through 2-3.5, and Subsection 6-3.2)

**SAFE FOR WORKERS:** Means that in the compartment or space so designated: (a) the oxygen content of the atmosphere is at least 19.5 percent by volume; and that, (b) toxic materials in the atmosphere are within permissible concentrations; and that, (c) the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

**NOT SAFE FOR WORKERS:** Means that in the compartment or space so designated, the requirements of Safe for Workers have not been met.

**ENTER WITH RESTRICTIONS:** Means that in any compartment or space so designated, entry for work may be made only if conditions of proper protective equipment, clothing, and time are as specified.

**SAFE FOR HOT WORK:** Means that in the compartment so designated: (a) oxygen content of the atmosphere is at least 19.5 percent by volume, with the exception of inerted spaces or where external hot work is to be performed; and that, (b) the concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (c) the residues are not capable of producing a higher concentration than permitted by (b) above under existing atmospheric conditions in the presence of fire, and while maintained as directed on the Marine Chemist's Certificate; and further, that, (d) all adjacent spaces containing or having contained flammable or combustible materials have been cleaned sufficiently to prevent the spread of fire, or are satisfactorily inerted, or, in the case of fuel tanks or lube oil tanks, or engine room or fire room bilges, have been treated in accordance with the Marine Chemist's requirements.

**NOT SAFE FOR HOT WORK:** Means that in the compartment so designated, the requirements of Safe for Hot Work have not been met.

**SAFE FOR REPAIR YARD ENTRY:** Means that the compartments and spaces of the flammable cryogenic liquid carrier so designated: (a) have been tested by sampling at remote sampling stations, and results indicate the atmosphere tested to be above 19.5 percent oxygen, and less than 10 percent of the lower flammable limit, or (b) are inerted.

**CHEMIST'S ENDORSEMENT.** This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with NFPA 306 Control of Gas Hazards on Vessels and have found the condition of each to be in accordance with its assigned designation.

"The undersigned acknowledges receipt of this Certificate under Section 2-6 of NFPA 306 and understands conditions and limitations under which it was issued."

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed	Name	Company	Date	Signed	Marine Chemist	Certificate No
		SBA	7-9-94			577

NOTE: THIS CERTIFICATE IS VALID ONLY ON MARINE VESSELS





TELEPHONE (318) 824-1519 / P. O. BOX 1386 / JENNINGS, LOUISIANA 70546  
FAX (318) 824-8330 / foot of LA Hwy #3166

BOX TANK BARGE "AOC 236"  
and/or OWNERS, and/or CHARTERS,  
ASHLAND OIL COMPANY  
P.O. BOX 391  
ASHLAND KY 41114  
ATTN: MR. ROB BRADFORD

7-8(94)

W/O 1319

JULY 28, 94  
V14799

WE INVOICE YOUR ACCOUNT FOR SHIFTING, CLEANING, STEAM HEATING  
SYSTEM REMOVAL AND INTERNAL REPAIRS AS FOLLOWS;

1. A) COMPETENT PERSON CHECKING VESSEL BEFORE WORK  
EACH DAY AND AS REQUIRED.

8 MAN HRS @ \$23.00 PER MAN HR.....\$ 184.00

B) SHIFTING VESSEL FROM NORTH WAVE SLIP TO CLEANING  
PLANT SOUTH SLIP. BUTTERWORTH (6) CARGO TANKS  
WITH 100 LBS ON MACHINE AT 190 DEGREES TEMPERATURE  
COVER RESIDUE IN EACH TANK WITH WATER, CUT 36" X  
36" HOLE IN EACH CARGO TANK TO INSERT 55 GALLON  
DRUMS FOR REMOVING PRODUCTS, BUCKETS TO BARRELS,  
REMOVED FROM VESSEL WITH CRANE TO LAND, TRUCKED TO  
PIT AND MIXED WITH SAND. HAND SCRAPED STRUCTURAL,  
SPRAYED TANKS WITH DETERGENT AND DIESEL, LET SIT  
REBUTTERWORTED AND HAND RINSED TANKS. REMOVED  
APPROXIMATELY 485 DRUMS OF PRODUCTS FROM (6) CARGO  
TANKS, STEAMED AND AIR BLEW PIPELINES AND DECK  
HEADERS, OPENED AND CLEANED PUMP WELL AND DECK  
BOXES.

1468 MAN HRS @ \$20.00 PER MAN HR.....\$29,360.00

2. FURNISHED GAS FREE CHEMIST CERTIFICATE INCLUDING  
BENZENE CHECK.....

365.00

3. REMOVE STEAM HEATING COIL SYSTEM FROM (6) CARGO TANKS TO INCLUDE DECK HEADERS, POLLUTION BOXES. INSERT DECK CUT OUTS WITH NEW PLATE & STRUCTURAL TEST (6) CARGO TANK DECK INSERTS, WITNESSED BY U.S.C.G. INSPECTOR; PHIL JEFFERYS, REGASKET, BUTTERWORTH HATCHES, PAINT ONE COAT EPOXY. TO AREAS OF DECK REPLACEMENTS.  
704.5 MAN HRS FITTERS, WELDERS, AND HELPERS, @  
\$24.00 PER MAN HR..... 16,908.00
4. MAKE INTERNAL SEARCH OF (6) MAIN CARGO TANKS REWELDED AREAS OF REPAIRS BY PICK UP WELDING REPLACING (3) BKTS.  
21 MAN HRS @ \$24.00 PER MAN HR..... 504.00
5. CRANE AND TRUCKING TIME REMOVING PRODUCTS FROM VESSEL AND TO PITS.  
42 MAN HRS @ \$25.00 PER MAN HR..... 1,050.00
6. MATERIALS, SUPPLIES, FUEL, OXYGEN, RODS, GAS, HATCH GASKETS, AND PROTECTIVE GEAR;  
DIESEL FOR COMPRESS/BOILERS, AND TRUCKS/PUMPS 4,424.00  
OXYGEN, GAS, AND WELDING RODS..... 305.00  
DETERGENT AND VERMILLION RIP..... 1,385.00  
2042# PLATE AND STRUCTURAL @ \$.26 PER LB..... 531.00  
CUTTING TORCH TIPS & PROTECTIVE GEAR; RUBBER  
GLOVES, MEDICAL SUPPLIES..... 184.00  
TOTAL LABOR AND MATERIALS..... \$55,200.00



# Work Order

Work Order No. 1319 -

PREPARED BY: Leslie Marshall DATE 6-13-94

NAME OF VESSEL OR EQUIPMENT: Box Tank Barge AOC. 263. And for  
owners and charterers - As A Land Oil -

OWNER: Rob Bradford CUST. ORDER NO. Rob Bradford

DATE STARTED 6-13-94 DATE COMPLETED

DATE BILLED INVOICE NO.

## WORK TO BE DONE:

1. Shift Vessel From - From - North Wave, Slip To South Slip Changing Plant -  
Gas Fuel & Clean Products From - 6 man  
Cargo tanks with Butterworth, & 195° water.  
and 100# Pressure on Butterworth machines -  
Necessary to Gang Butterworth machines - in tanks  
Jack hammer and remove hard products left.  
Chemical and remove tanks - after - Scraping &  
Bucketing and Products to dump Boxes on deck -  
Mix - Products removed with sand and dump to  
Pits. Steam and Air Blow Pipe lines &  
headers to include opening & cleaning Pumps  
& deck Boxes -
2. Furnish Gas Fuel Certificate, Safe For men -  
Safe For Fire -
3. Remove - Coils & deck Headers For Coils  
to include - Steam Blow off - Vent - Valves,  
Insert & Close - Cut out in deck - where  
Steam system removed -
4. Air tanks to - 1 1/2 P.S.T. to test - deck Penetrations -

Estimated Cost - \$58,000.00

Approx 58,000.00 - quoted Rob  
Bradford

Chemist Coats  
A3 10/13





# S. B. A. SHIPYARDS, INC.

P.O. BOX 1386

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

TANK BARGE "AO-38"  
and/or OWNERS, and/or CHARTERS,  
ASHLAND OIL COMPANY  
P.O. BOX 391  
ASHLAND, KY 41114  
ATTN: MR. ROB BRADFORD

INVOICE NO. 9-1(94)

W/O 1320

WORK ORDER NO.

DATE SEPT 08, 94

V-14800

P.O. NO.

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill: all time contracts are subject, without responsibility on our part, to delay in the case of strike, labor difficulties, fire or causes beyond our control: or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and / or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, wharfage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and / or indemnity and / or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

WE INVOICE YOUR ACCOUNT FOR PARTIAL BILLING ON SHIFTING AND  
CLEANING (8) TANK BARGE INCLUDING RAKE ENDS, WITH GAS FREE  
CHEMIST CERTIFICATE; SAFE FOR FIRE; SAFE FOR MEN; COPY ATTACHED  
STARTED CLEANING ON 07-10-94.

LABOR, EQUIPMENT, AND SUPPLIES .....\$57,571.00  
PLUS 1% OUT OF STATE TAX(UNLESS EXEMPT FURN).. 576.00  
INVOICE AMOUNT DUE.....\$58,147.00

\* Payable upon receipt \*

*Handwritten:* Paid 10-14-94

CHECKED BY:

*Handwritten signature:* Carolyn L. Kilburn  
CAROLYN L. KILBURN

9040 CASTEX LDG.  
P.O. BOX 1386  
JENNINGS, LA 70546

INVOICE #9-1(94)  
W/O #1320  
SEPT 08, 1994  
P/O#v-14800

TANK BARGE "AO-38"  
and/or OWNERS, and/or CHARTERS,  
ASHLAND OIL COMPANY  
P.O. BOX 391  
ASHLAND, KY 41114

ATTENTION: MR. ROB BRADFORD

WE INVOICE YOUR ACCOUNT, A PARTIAL BILLING; FOR SHIFTING AND  
CLEANING (8) TANK BARGE INCLUDING, RAKE ENDS, WITH GAS FREE  
CHEMIST CERTIFICATE, SAFE FOR MEN; SAFE FOR FIRE; COPY ATTACHED.  
STARTED CLEANING ON 07-10-94.

1. A) SHIFTED VESSEL NORTH SLIP TO SOUTH SLIP,  
CLEANING PLANT. SPREAD FLUME SAND ON  
DECK TO KEEP CLEAN AS POSSIBLE ENTERING  
IN/OUT OF TANK HATCHES. REMOVED CLEANED  
OUT HATCH COVERS. BUTTERWORTHED (8)  
CARGO TANKS, 100 TO 110# PRESSURE AT  
190 TO 210 DEGREES, TO REMOVE AS MUCH  
RESIDUE AS POSSIBLE. COVERED TANK  
BOTTOMS WITH ABOUT 2" OF WATER. CUT  
36" X 36" HOLE IN EACH TANK DECK AND A  
18" HOLE FOR AIR MOVER AND TO INSERT  
55 GALLON DRUMS FOR REMOVING PRODUCTS.  
SHOVELED AND JACK HAMMERED HARD PRODUCTS  
TO BARRELS, REMOVED FROM TANKS WITH  
CRANE TO LAND, TRUCK TO PIT. MIXED  
WITH FLUME SAND AND LIME. HAND SCRAPED  
STRUCTURAL, UNDER FLOOR AND COILS.  
SPRAYED TANKS WITH VERMILLION RIP,  
DETERGENT, AND DIESEL. LET SET THEN  
REBUTTERWORTHED AND HAND WASHED AND  
PICKED UP REMAINING RESIDUE. REMOVED  
APPROXIMATELY 2126 BBLs OF RESIDUE  
FROM (8) TANKS. STEAMED HEATED AND  
BLEW LINES, DECK SCRAPED AND REMOVED  
SAND AND RESIDUE FROM DECK INTO BBLs  
FOR DISPOSAL.  
2305 MAN HRS INCLUDING OVERTIME ON  
SATURDAYS @ \$20.00 PER MAN HR.....\$46,100.00
- B) COMPETENT PERSON CHECKING VESSEL  
INCLUDING BENZENE TEST.  
16 MAN HRS @ \$23.00 PER MAN HR..... 368.00



2.	FURNISH GAS FREE CHEMIST CERTIFICATE; INCLUDING BENZENE CHECKED.....	365.00
3.	CRANE AND TRUCKING TIME REMOVING BARRELS FULL OF PRODUCTS FROM VESSEL TO PIT. 72 MAN HR @ \$25.00 PER HR.....	1,800.00
4.	MATERIALS, SUPPLIES, FUEL FOR PUMPS, AIR COMPRESSOR, CRANE AND TRUCK, PROTECTIVE GEAR, AND FUEL FOR BOILERS;	
1.	DIESEL FUEL.....	6,670.00
2.	DETERGENT AND VERMILLION RIP.....	1,029.00
3.	PROTECTIVE GEAR, RUBBER BOOTS, GLOVES, VINEGAR, AND MEDICATED VASELINE.....	268.00
4.	FLUME SAND 22 YARDS @ \$5.00 PER YARD	110.00
5.	(8) SACKS SLACK LIME @ \$6.00 PER SACK	48.00
6.	MATERIALS COST PLUS 10%.....	<u>812.00</u>
	TOTAL LABOR, EQUIPMENT, AND SUPPLIES....	\$57,571.00
	PLUS 1% OUT OF STATE TAXES(UNLESS EXEMPT)	<u>576.00</u>
	INVOICE AMOUNT DUE.....	\$58,147.00

MARINE CHEMIST, INC. OF TEXAS  
P.O. BOX 3602 BEAUMONT, TEXAS 77704  
(409) 832-6409, 898-4822, 866-4223  
W.B. HATAWAY 537 K.L. MERCER 577

# MARINE CHEMIST CERTIFICATE

*3/10* *00* SERIAL NO. F 77176

Survey Requested by

Vessel Owner or Agent

Date

Vessel

Type of Vessel

Specific Location of Vessel

Last Three (3) Cargoes

Tests Performed

Time Survey Completed

ALL SAMPLES WERE ANALYZED FOR OIL, GREASE, AND  
FUEL OIL, SULFUR, AND  
WATER. ANALYSTS WERE  
ABLE TO DETECT  
THE FOLLOWING  
OILS AND FUELS  
AND THE FOLLOWING

WATER ANALYSTS WERE SPECIALLY TRAINED

FOR THIS PURPOSE AND ARE CERTIFIED FOR THIS

PURPOSE. ALL SAMPLES WERE ANALYZED FOR  
OIL, GREASE, AND  
FUEL OIL, SULFUR, AND  
WATER. ANALYSTS WERE



No 1320

SBA SHIPYARDS, INC.

# Work Order

NOV-14-94  
7-25-94

Work Order No. 1320

PREPARED BY: Ramona Hall

DATE 6-16-94

NAME OF VESSEL OR EQUIPMENT: Tank Barge A.D. 38. And for owners  
and/or charterers. As. & Land oil.

NUMBER: \_\_\_\_\_ CUST. ORDER NO. Rob-Bradford

DATE STARTED 6-13-94 - started DATE COMPLETED \_\_\_\_\_  
Cleaning - 7-10-94

DATE BILLED \_\_\_\_\_ INVOICE NO. \_\_\_\_\_

## WORK TO BE DONE:

1. Shifted Vessel From North Wave slip to South Slip Cleaning plant - awaiting completion of Cleaning A.D.C.-263.  
Gas free & Clean Products From - Cargotanks -  
Butterworth tanks with 200° steam & water  
180 - Pressure on Butterworth machinery -  
Crop Necessary opening in Deck to remove  
Coaling after gas free, and to lower vessel  
down - to remove products from tanks. mix with  
Sand & dirt. and dispose of in Pit -  
Scrape internal structural, detergent wash  
with Vermillion rip - butterworth with steam &  
200° water. Haul wash and pickup remaining  
residue, scrape and clean Hatch & Deck.  
Steam - Cords and Pipes lines - Deck Wrench -  
and - Pump - Blow to dead tanks -  
Check and clean rohi tanks -
2. Gas Free Chemist Certificate -
3. Remove Coaling from deck & Cargo tanks -  
replate deck penetrations with new material
4. Air test deck Penetrations to 1 1/2 P.S.I.  
all tanks -

1992 BASCO -  
dry - pick up, wash out  
mix with and 1/2 gal. dip  
mop 7/12



# S. B. A. SHIPYARDS, INC.

P.O. BOX 1386

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

TANK BARGE "AO-38"  
and/or OWNERS, and/or CHARTERS,  
ASHLAND OIL COMPANY  
P.O. BOX 391  
ASHLAND, KY 41114  
ATTN: MR. ROB BRADFORD

INVOICE NO. 9-3(94)  
WORK ORDER NO. 1320A  
DATE SEPT 28, 94  
P.O. NO. V-14800

## ADD LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill: all time contracts are subject, without responsibility on our part, to delay in the case of strike, labor difficulties, fire or causes beyond our control: or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and / or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, wharfage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and / or indemnity and / or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

1. WE INVOICE YOUR ACCOUNT FOR SHIFTING VESSEL FROM CLEANING PLANT TO REPAIR AREA. REMOVE COILING FROM (8) CARGO TANKS AND DECK SUPPLY AND DISCHARGE PIPING OF EXISTING STEAM HEATING SYSTEM. INSERT DECK CUT OUTS FOR REMOVING PRODUCTS FROM VESSEL. DECK SUPPLY AND RETURNS TO INCLUDE POLLUTION BOXES. WELDED INSERTS INSIDE AND OUT, CLEANED TANKS, SCRAPPED AND REMOVED PRODUCTS, RESIDUE, AND SAND FROM DECK. GROUND ANGLE DECK PIPE COVERING. APPLIED ONE GOOD COAT OF EPOXY TO AREA OF DECK REPLACEMENTS. TESTED ALL DECK PENETRATIONS, FURNISHED AND INSTALLED NEW BUTTERWORTH HATCH GASKETS. ALL TESTING WITNESSED BY PHIL JEFFERYS U.S.C.G. INSPECTOR ON 9/19/94.  
756 MAN HRS WELDERS, FITTERS, HELPERS, LABOR @ \$24.00  
PER MAN.....\$18,144.00
2. COMPETENT PER CHECKING VESSEL; 6 MAN HRS @ \$23.00  
PER MAN HR..... 138.00
3. MATERIALS & SUPPLIES;  
FUEL FOR AIR COMPRESSOR; OXYGEN AND ACETYLENE GAS, WELDING RODS 1/8" & 3/16"; NEW HATCH GASKETS, BURNING TIPS, AND PAINT FOR DECK. 2136# PLATE & STRUCTURAL... 1,143.00  
TOTAL LABOR, MATERIAL, & EQUIPMENT.....\$19,425.00  
PLUS 1% OUT OF STATE TAX(UNLESS EXEMPT CERT FURN.)... 194.25  
INVOICE AMOUNT DUE.....\$19,619.25

CHECKED BY:

CAROLYN L. KILBURN

*Handwritten:* Paid 11-6-94

*Handwritten:* Total Job Cost - Per Barge AO-38 \$58,147.29 19,425.00 = 77,572.29  
1% out of state tax Billed on invoice



# MARINE CHEMIST CERTIFICATE

SERIAL NO. F 77279

W.O. 1332

SBA S/Y  
Survey Requested by

THOMAS PET  
Vessel Owner or Agent

11-8-94  
Date

A036  
Vessel

TANK BARGE  
Type of Vessel

SBA S/Y MICHIGAN  
Specific Location of Vessel

BLACK OIL  
Last Three (3) Cargoes

O2 / LEL / VISUAL / TOXIC  
Tests Performed

11:00 AM  
Time Survey Completed

ALL CARGO TANKS (#1-4 PETS) - GENERALLY CLEAN, SOME  
HARD RESIDUE,  
NO DETECTABLE H<sub>2</sub>S  
LESS THAN 0.5 PPM BENZENE  
WITH AIR VENT. (MIN 500 CFM)  
SAFE FOR WORKERS  
~~HAVE~~ FIREWATCH WITH  
CHARGED FIRE HOSE IN WORK TANK  
SAFE FOR HOT WORK  
TO REMOVE STEAM COILS  
& SMALL REPAIRS  
20.7% O<sub>2</sub> 0% LEL  
HEATING COILS ——— SAFE FOR HOT WORK  
NOTE: DIESEL OIL PUMP TANK OVER #4'S CARGO TANK  
CONTAINS DIESEL, NO HOT WORK WITHIN 1' OF TANK  
FORWARD TRAKE ——— SAFE FOR WORKERS  
SAFE FOR HOT WORK  
20.7% O<sub>2</sub> 0% LEL  
AFTER TRAKE ——— SOME WATER SAFE FOR WORKERS  
OVER WATER, SAFE FOR HOT WORK

In the event of any physical or atmospheric changes adversely affecting the STANDARD SAFETY DESIGNATIONS assigned to any of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned Marine Chemist.

**QUALIFICATIONS:** Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

**STANDARD SAFETY DESIGNATIONS** (partial list, paraphrased from NFPA 306 Subsections 2-3.1 through 2-3.5, and Subsection 6-3.2)

**SAFE FOR WORKERS:** Means that in the compartment or space so designated: (a) the oxygen content of the atmosphere is at least 19.5 percent by volume; and that, (b) toxic materials in the atmosphere are within permissible concentrations; and that, (c) the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

**NOT SAFE FOR WORKERS:** Means that in the compartment or space so designated, the requirements of Safe for Workers have not been met.

**ENTER WITH RESTRICTIONS:** Means that in any compartment or space so designated, entry for work may be made only if conditions of proper protective equipment, clothing, and time are as specified.

**SAFE FOR HOT WORK:** Means that in the compartment so designated: (a) oxygen content of the atmosphere is at least 19.5 percent by volume, with the exception of inerted spaces or where external hot work is to be performed; and that, (b) the concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (c) the residues are not capable of producing a higher concentration than permitted by (b) above under existing atmospheric conditions in the presence of fire, and while maintained as directed on the Marine Chemist's Certificate; and further, that, (d) all adjacent spaces containing or having contained flammable or combustible materials have been cleaned sufficiently to prevent the spread of fire, or are satisfactorily inerted, or, in the case of fuel tanks or lube oil tanks, or engine room or fire room bilges, have been treated in accordance with the Marine Chemist's requirements.

**NOT SAFE FOR HOT WORK:** Means that in the compartment so designated, the requirements of Safe for Hot Work have not been met.

**SAFE FOR REPAIR YARD ENTRY:** Means that the compartments and spaces of the flammable cryogenic liquid carrier so designated: (a) have been tested by sampling at remote sampling stations, and results indicate the atmosphere tested to be above 19.5 percent oxygen, and less than 10 percent of the lower flammable limit, or (b) are inerted.

**CHEMIST'S ENDORSEMENT.** This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with NFPA 306 Control of Gas Hazards on Vessels and have found the condition of each to be in accordance with its assigned designation.

"The undersigned acknowledges receipt of this Certificate under Section 2-6 of NFPA 306 and understands conditions and limitations under which it was issued."

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed Adwin Neal Richards  
Name Company

SBA 11-8-94  
Date

Signed W.B. Hataway #537  
Marine Chemist Certificate No

NOTE: THIS CERTIFICATE IS VALID ONLY ON MARINE VESSELS

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 343
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# S. B. A. SHIPYARDS, INC.

P.O. BOX 1386

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

TANK BARGE "AO-36"  
and/or OWNERS, and/or CHARTERS,  
ASHLAND OIL COMPANY  
P.O. BOX 391  
ASHLAND, KY 44114  
ATTN: ROB BRADFORD

INVOICE NO. 11-1(94)  
WORK ORDER NO. 1332  
DATE NOV 19 10, 94  
P.O. NO. V-150-62

## RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill: all time contracts are subject, without responsibility on our part, to delay in the case of strike, labor difficulties, fire or causes beyond our control: or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and / or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, wharfage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and / or indemnity and / or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

WE INVOICE YOUR ACCOUNT FOR A PARTIAL BILLING FOR SHIFTING,  
VESSEL, GAS FREEING AND CLEANING VESSEL AS FOLLOWS;

INVOICE AMOUNT DUE \$74,734.00

CHECKED BY:

CAROLYN L. KILBURN

S.B.A. SHIPYARDS, INC.  
9040 CASTEX LDG.  
P.O. BOX 1386  
JENNINGS, LA 70546

INV 11-1(94)  
W/O 1332  
NOV 10, 1994

TANK BARGE "AO-36"  
and/or CHARTERS, and/or OWNERS,  
ASHLAND OIL COMPANY  
P.O. BOX 391  
ASHLAND, KENTUCKY 44114

ATTN: MR. ROB BRADFORD

1. WE INVOICE ASHLAND OIL FOR A PARTIAL BILLING, FOR SHIFTING VESSEL TO CLEANING PLANT, OPEN HATCHES, CONNECT SUCTION 6" HOSE, DECK HEADER TO YARD PUMP. BALLAST AFT RAKE TANK. CONNECT YARD STEAM HOSES TO HEATING COILS, STEAMED (8) CARGO TANKS AND BUTTERWORTHED TO REMOVE EXCESS RESIDUE AND TO MAKE TANKS SAFE FOR PERSONNEL TO WORK IN. COVERED CARGO TANKS WITH APPROXIMATELY 2" OF RIVER WATER. TO BURN 36" X 36" HOLES IN DECK TO REMOVE PRODUCTS TO DECK (9) BBLs DUMP BOXES, PUMPED WATER FROM TANKS AFTER BURNING HOLES COMPLETED. PICKED UP AND REMOVED APPROXIMATELY 2164 BBLs OF PRODUCTS, REQUIRING CONSIDERABLE JACK HAMMERING TO REMOVE TAR PRODUCTS. CHEMICAL, SCRAPED, AND BRUSHED FLOORS, STRUCTURAL, CARGO PIPING, AND HEATING COILS. RE-STEAMED AND BUTTERWORTHED TANKS AGAIN. HAD TO GO BACK IN ALL TANKS, SCRAPED AND PICK UP PRODUCTS THAT HAD DROPPED TO FLOOR WHILE RE-STEAMING. PICKED UP AND ADDITIONAL 16 BBLs OF PRODUCTS. HAND RINSED TANKS AFTER PICKING UP PRODUCTS STEAMED AND BLEW CARGO PIPING AND DECK HEADERS TO PITS. CLEANED DECK OF SAND USED TO SPREAD AROUND HATCHES AND HOLES CUT. SCRAPED AND DETERGENT CLEANED, OIL AND GREASE FROM DECK HATCHES AND PIPELINES WHERE PERSONNEL HAD DIRTIED UP FROM GETTING IN AND OUT OF TANKS. CLEANED FOR CUSTOMER TO LOAD A CARGO OF COLORED DISTILLATE OR DIESEL OIL IN ORDER TO CLEAR OUT PIPELINES OF RESIDUE.  
3263 MAN HRS @ \$20.00 PER MAN HR.....\$65,260.00

2. COMPETENT PERSON CHECKING VESSEL BEFORE AND DURING WORK EACH DAY AND RECORDED FINDINGS.  
24 MAN HRS @ \$23.00 PER MAN HR..... 552.00

3. GAS FREE CHEMIST CERTIFICATE; SAFE FOR MEN; SAFE FOR FIRE(COPY ATTACHED) INCLUDING BENZENE TEST..... 360.00



TANK BARGE "AO-36"  
ASHLAND OIL COMPANY

PAGE 2

INV 11-1(94)  
NOV 10, 1994

4. MATERIALS, SUPPLIES, FUEL FOR BOILERS, PUMPS, AIR  
COMPRESSORS, CRANE AND TRUCKS, PROTECTIVE GEAR AND  
EQUIPMENT;

A) DIESEL FUEL.....	6,352.00
B) DETERGENT AND VERMILLION RIP.....	1,089.00
C) PROTECTIVE GEAR, RUBBER BOOTS, GLOVES, VINEGAR, MEDICATED VASELINE, FLASHLIGHTS AND BATTERIES....	162.00
D) 23 YARDS OF FLUME SAND @ \$5.00 PER YARD.....	115.00
E) 11 SACKS OF SLACK LIME & NITROGEN @ \$6.00 PER SK.	66.00
F) MATERIALS COST \$7,784.00 PLUS 10%.....	<u>778.00</u>
INVOICE AMOUNT DUE.....	\$74,734.00

# MARINE CHEMIST CERTIFICATE

SERIAL NO. F 77279

W.O. 1332

SBA S/Y

THOMAS PET

11-8-94

Survey Requested by

Vessel Owner or Agent

Date

A036

TANK BARGE

SBA S/Y MICHIGAN

Vessel

Type of Vessel

Specific Location of Vessel

BLACK OIL

O/LC/VISUAL/TOXIC

11:00AM

Last Three (3) Cargoes

Tests Performed

Time Survey Completed

ALL CARGO TANKS (#1-4 PETS) - GENERALLY CLEAN, SOME  
HARD RESIDUE,  
NO DETECTABLE H<sub>2</sub>S  
LESS THAN 0.5 PPM BENZENE  
WITH AIR VENT. (MIN 500 CFM)  
SAFE FOR WORKERS  
HAVE FIREWATCH WITH  
CHARGED FIRE HOSE IN WORK TANK  
SAFE FOR HOT WORK  
TO REMOVE STEAM COILS  
& SMALL REPAIRS  
20.7% O<sub>2</sub> 0% LEL  
HEATING COILS ——— SAFE FOR HOT WORK  
NOTE: DIESEL OIL PUMP TANK OVER #4'S CARGO TANK  
CONTAINS DIESEL, NO HOT WORK WITHIN 1' OF TANK  
FORWARD TANK ——— SAFE FOR WORKERS  
SAFE FOR HOT WORK  
20.7% O<sub>2</sub> 0% LEL  
AFTER TANK ——— SOME WATER SAFE FOR WORKERS  
OVER WATER, SAFE FOR HOT WORK

In the event of any physical or atmospheric changes adversely affecting the STANDARD SAFETY DESIGNATIONS assigned to any of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned Marine Chemist.

**QUALIFICATIONS:** Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

**STANDARD SAFETY DESIGNATIONS** (partial list, paraphrased from NFPA 306 Subsections 2-3.1 through 2-3.5, and Subsection 6-3.2)

**SAFE FOR WORKERS:** Means that in the compartment or space so designated: (a) the oxygen content of the atmosphere is at least 19.5 percent by volume; and that, (b) toxic materials in the atmosphere are within permissible concentrations; and that, (c) the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

**NOT SAFE FOR WORKERS:** Means that in the compartment or space so designated, the requirements of Safe for Workers have not been met.

**ENTER WITH RESTRICTIONS:** Means that in any compartment or space so designated, entry for work may be made only if conditions of proper protective equipment, clothing, and time are as specified.

**SAFE FOR HOT WORK:** Means that in the compartment so designated: (a) oxygen content of the atmosphere is at least 19.5 percent by volume, with the exception of inerted spaces or where external hot work is to be performed; and that, (b) the concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (c) the residues are not capable of producing a higher concentration than permitted by (b) above under existing atmospheric conditions in the presence of fire, and while maintained as directed on the Marine Chemist's Certificate; and further, that, (d) all adjacent spaces containing or having contained flammable or combustible materials have been cleaned sufficiently to prevent the spread of fire, or are satisfactorily inerted, or, in the case of fuel tanks or lube oil tanks, or engine room or fire room bilges, have been treated in accordance with the Marine Chemist's requirements.

**NOT SAFE FOR HOT WORK:** Means that in the compartment so designated, the requirements of Safe for Hot Work have not been met.

**SAFE FOR REPAIR YARD ENTRY:** Means that the compartments and spaces of the flammable cryogenic liquid carrier so designated: (a) have been tested by sampling at remote sampling stations, and results indicate the atmosphere tested to be above 19.5 percent oxygen, and less than 10 percent of the lower flammable limit, or (b) are inerted.

**CHEMIST'S ENDORSEMENT.** This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with NFPA 306 Control of Gas Hazards on Vessels and have found the condition of each to be in accordance with its assigned designation.

The undersigned acknowledges receipt of this Certificate under Section 2-6 of NFPA 306 and understands conditions and limitations under which it was issued.

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed Adwin Neal Richards  
Name Company

SBA 11-8-94 Signed W.B. Hataway #537  
Date Marine Chemist Certificate No

NOTE: THIS CERTIFICATE IS VALID ONLY ON MARINE VESSELS



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NO 1332

SBA SHIPYARDS, INC.

## Work Order

Work Order No. 1332

APPROVED BY: Rossie Marshall

DATE 9-11-94

NAME OF VESSEL OR EQUIPMENT: TANK BARGE AO-38 - And ownersand/or charter - Ashland oil - KentuckyBY: ROB Bradford

CUST. ORDER NO.

STARTED 9-12-94 -

DATE COMPLETED

DATE BILLED

INVOICE NO.

## WORK TO BE DONE:

1. Compt. Person to check vessel, each day of -  
Cleaning -
2. Shift Vessel AO-38. From Plant - to  
area to complete welding & repair -  
Shift AO-36 - Across Slip to plant.  
Open Hatches, Connect Suction Hose  
Headed to yard Pump - Ballast after rike.  
Butter worth 8 Cargo tanks to remove Products  
removable by Butterworthing, cover Butter  
8 tanks with water. Necessary to Cargo Holes  
in Deck - For - using 55 gal Drum & Crane.  
to remove Products From tanks, re Butter  
and Chemical - tanks - Hand wash and  
Pick up - residues left. Clean deck  
of Products & sand - and to keep for  
tracking deck, men in and out of tanks,  
Clean Barge. For change of Cargo - to  
Callard - Diesel -
3. Gas Free Permit Cert -
4. Mixing Products From Vessel with Sand &  
Slack lime - ~~place~~ in Riddling tanks.
5. Remove Coils and Steam Heating System,  
Test Area of repairs - For UCCG -

D DIST.:

R.B.

Donald

Lopez

Neal R.

Smaihall

Other :





# S. B. A. SHIPYARDS, INC.

P.O. BOX 1386

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

TANK BARGE "AO-36"  
and/or OWNERS, and/or CHARTERS,  
ASHLAND OIL COMPANY  
P.O. BOX 391  
ASHLAND, KY 44114  
ATTN: ROB BRADFORD

RED LETTER CLAUSE

INVOICE NO. 11-5(94)

WORK ORDER NO. 1332A

DATE NOV 28, 94

P.O. NO. V-150-62

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill: all time contracts are subject, without responsibility on our part, to delay in the case of strike, labor difficulties, fire or causes beyond our control: or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and / or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

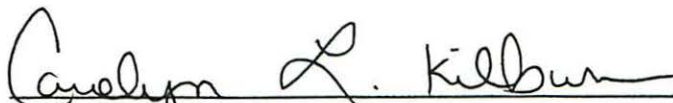
Furthermore, we undertake to perform work on vessels and provide berth, wharfage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and / or indemnity and / or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

**WE INVOICE YOUR ACCOUNT FOR A FINAL BILLING FOR THE REMOVAL OF  
CLEANING AND HEATING COILS FROM TANK BARGE "AO-36":**

INVOICE AMOUNT DUE \$11,744.00

CHECKED BY:

  
CAROLYN L. KILBURN

S.B.A. SHIPYARDS, INC.  
9040 CASTEX LDG  
P.O. BOX 1386  
JENNINGS, LA 70546

INVOICE #11-5(94)  
WORK ORDER 1332A  
NOVEMBER 22, 1994  
P/O# V-150-62

TANK BARGE "AO-36"  
and/or OWNERS, and/or CHARTERS,  
ASHLAND OIL COMPANY  
P.O. BOX 391  
ASHLAND, KY 44114

ATTN: ROB BRADFORD

1. FINAL INVOICE; FOR CLEANING AND HEATING COIL REMOVAL  
FROM TANK BARGE "AO-36" AS FOLLOWS;

REMOVED VESSEL FROM CLEANING PLANT DOWN SLIP TO REPAIR  
AREA. REMOVED COILING FROM (8) CARGO TANKS, DECK  
SUPPLY HEADERS AND DISCHARGE PIPING OF EXISTING HEATING  
SYSTEM. INSERT DECK CUT OUTS FOR REMOVAL OF PRODUCTS,  
CLEANING VESSEL TANKS. ALSO, REMOVED DECK TO TANK COILS  
AND RETURNS; INCLUDING POLLUTION BOXES AND PUMPS. WELD-  
ED ALL INSERTS AND AREA OF REMOVAL INSIDE AND OUT.

CLEANED TANKS, SCRAPED AND REMOVED PRODUCT RESIDUE FROM  
DECK AND PIPING. GROUND ANGLES, BURRS, AND PIPE COVER-  
INGS WERE REMOVED FROM DECK. REMOVED RESIDUE AND SAND  
FROM DECK, APPLIED GOOD COAT OF RED EPOXY AFTER TESTING  
ALL DECK RENOVATION BY PHIL JEFFERS, USCG ON 11/19/94.  
USCG JEFFERS REMOVED CERTIFICATE FROM VESSEL.  
442 MAN HRS @ \$24.00 PER MAN HR. FITTERS, WELDERS,  
AND HELPERS.....\$10,608.00

2. COMPETENT PERSON CHECKING VESSEL EACH DAY.  
5 MAN HRS @ \$23.00 PER MAN HR..... 115.00

3. A) FUEL FOR AIR COMPRESSOR, OXYGEN, ACTELYNE,  
GAS, 3/16 AND 1/8 WELDING RODS, GAS FOR PORTABLE  
WELDING MACHINE..... 725.00  
B) 7 1/8" BUTTERWORTH HATCH GASKETS AND 1  
BURNING TORCH TIP, 1 GALLON OF EPOXY..... 76.00  
C) MATERIALS AND SUPPLIES COST \$801.00 + 10% 80.00

4. CRANE TIME AND TRUCK REMOVING PIPE FROM BARGE  
TO LAND AND TO SCRAP..... 140.00

5. TOTAL LABOR AND MATERIALS.....\$11,744.00



SBA S/Y W.O. 1333 1-17-95  
Survey Requested by ASHLAND OIL  
A027 Vessel Owner or Agent  
Vessel TANK BARGE SRA MORMENTA  
BLACK OIL Type of Vessel  
Last Three (3) Cargoes 0% LEL / VISUAL / TOXIC Specific Location of Vessel  
Tests Performed 4:30 PM  
Time Survey Completed

ALL CARGO TANKS (#1-4 Pts) - GENERALLY CLEAN, SOME HARD  
RESIDUE, LESS THAN 0.5 PPM BENZENE  
WITH AIR VENT. (MIN. 500 CFM)  
SAFE FOR WORKERS  
HAVE FIREWATCH WITH  
CHARGED FIRE HOSE  
SAFE FOR HOT WORK  
8 TANKS → 0% LEL, 20.7% O<sub>2</sub>

HEATING COILS — AIR BLOWN,  
SAFE FOR HOT WORK

FORWARD & AFTER TANKS — WITH AIR VENT. (MIN. 500 CFM)  
SAFE FOR WORKERS  
SAFE FOR HOT WORK  
2 TANKS → 0% LEL, 20.7% O<sub>2</sub>

IT IS PERMISSIBLE TO MOVE THIS VESSEL WITHIN  
THE SHIPYARD.

In the event of any physical or atmospheric changes adversely affecting the STANDARD SAFETY DESIGNATIONS assigned to any of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned Marine Chemist.

**QUALIFICATIONS:** Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

**STANDARD SAFETY DESIGNATIONS** (partial list, paraphrased from NFPA 306 Subsections 2-3.1 through 2-3.5, and Subsection 6-3.2)

**SAFE FOR WORKERS:** Means that in the compartment or space so designated: (a) the oxygen content of the atmosphere is at least 19.5 percent by volume; and that, (b) toxic materials in the atmosphere are within permissible concentrations; and that, (c) the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

**NOT SAFE FOR WORKERS:** Means that in the compartment or space so designated, the requirements of Safe for Workers have not been met.

**ENTER WITH RESTRICTIONS:** Means that in any compartment or space so designated, entry for work may be made only if conditions of proper protective equipment, clothing, and time are as specified.

**SAFE FOR HOT WORK:** Means that in the compartment so designated: (a) oxygen content of the atmosphere is at least 19.5 percent by volume, with the exception of inerted spaces or where external hot work is to be performed; and that, (b) the concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (c) the residues are not capable of producing a higher concentration than permitted by (b) above under existing atmospheric conditions in the presence of fire, and while maintained as directed on the Marine Chemist's Certificate; and further, that, (d) all adjacent spaces containing or having contained flammable or combustible materials have been cleaned sufficiently to prevent the spread of fire, or are satisfactorily inerted, or, in the case of fuel tanks or lube oil tanks, or engine room or fire room bilges, have been treated in accordance with the Marine Chemist's requirements.

**NOT SAFE FOR HOT WORK:** Means that in the compartment so designated, the requirements of Safe for Hot Work have not been met.

**SAFE FOR REPAIR YARD ENTRY:** Means that the compartments and spaces of the flammable cryogenic liquid carrier so designated: (a) have been tested by sampling at remote sampling stations, and results indicate the atmosphere tested to be above 19.5 percent oxygen, and less than 10 percent of the lower flammable limit, or (b) are inerted.

**CHEMIST'S ENDORSEMENT.** This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with NFPA 306 Control of Gas Hazards on Vessels and have found the condition of each to be in accordance with its assigned designation.

"The undersigned acknowledges receipt of this Certificate under Section 2-6 of NFPA 306 and understands conditions and limitations under which it was issued."

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed

Name

Company

Date

Signed

Marine Chemist

Certificate No

NOTE: THIS CERTIFICATE IS VALID ONLY ON MARINE VESSELS



# S. B. A. SHIPYARDS, INC.

P.O. BOX 1386

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

TANK BARGE "AO-27"  
and/or OWNERS, and/or CHARTERS,  
ASHLAND OIL COMPANY  
P.O. BOX 391  
ASHLAND, KY 41114  
ATTN: ROB BRADFORD

INVOICE NO. 1-1(95)

1332A

WORK ORDER NO. \_\_\_\_\_

DATE JAN 19, 95

P.O. NO. V-15087

## RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill: all time contracts are subject, without responsibility on our part, to delay in the case of strike, labor difficulties, fire or causes beyond our control: or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and / or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, wharfage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and / or indemnity and / or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

**WE INVOICE YOUR ACCOUNT FOR A PARITAL BILLING FOR CLEANING  
PRODUCTS FROM (8) CARGO TANKS, SUCTION DROPS, PIPELINES,  
FLUSH LINES, ETC. ON TANK BARGE "AO-27"**

INVOICE AMOUNT DUE \$80,734.00

*\* Payable upon receipt. \**

CHECKED BY:

*Carolyn L. Kilburn*  
CAROLYN L. KILBURN



S.B.A. SHIPYARDS, INC.  
9040 CASTEX LDG.  
P.O. BOX 1386  
JENNINGS, LA 70546

INVOICE 1-1(95)  
W/O 1333  
JANUARY 19, 1995  
P/O#V-15087

TANK BARGE "AO-27"  
and/or OWNERS, and/or CHARTERS,  
ASHLAND OIL COMPANY  
P.O. BOX 391  
ASHLAND, KY 41114

ATTENTION: ROB BRADFORD

1. INVOICE FOR A PARTIAL BILLING; CLEANING PRODUCTS FROM (8) CARGO TANKS, SUCTION DROPS, PIPELINES, FLUSH LINES, ETC. SHIFTED VESSEL TO CLEANING PLANT, OPENED HATCHES, CONNECTED 6" DECK HOSE TO DECK BARGE DISCHARGE MANIFOLD. BALLAST AFTER RAKE TANK, CONNECTED STEAM HOSES TO STEAM HEADER ON BARGE, TO STEAM AND REMOVE LIQUID RESIDUE FROM TANKS WITH BUTTERWORTHING, AND TO MAKE TANKS SAFE FOR PERSONNEL. COVERED EACH OF (8) TANKS WITH APPROXIMATELY 3" OF WATER NECESSARY TO CUT 36"X36" HOLES, ONE PER TANK, TO BUCKET OUT PRODUCTS, TO (9) BBL DUMP BOXES SET ON DECK AND REMOVED FROM DECK WITH CRANE AFTER FILLING DUMP BOXES WITH RESIDUE FROM (7) GALLON BUCKETS. PUMPED WATER FROM TANKS AFTER BURNING NECESSARY CLEAN OUT HOLES. ALSO USED CUT OUTS FOR BETTER VENTILATION AND LIGHT IN TANKS. MOST OF THE CARGO TANKS HAD A CONSIDERABLE AMOUNT OF HARD PRODUCTS, REQUIRING AIR JACK HAMMERS TO REMOVE OR LOOSEN TAR PRODUCTS. REMOVED APPROXIMATELY 2212 BBLs OF PRODUCTS, CHEMICALED FLOORS, WALLS, STRUCTURAL, STEAM COILS AND SUCTION DROPS. AFTER BRUSHING AND SCRAPING, RESTEAMED AND BUTTERWORTHED TANKS AGAIN, THEN RESCRAPED, FLOOR AND STRUCTURAL TO PICK UP PRODUCTS THAT HAD DROPPED TO FLOOR AFTER RESTEAMING. HAND WASHED TANKS AND PICKED UP AN ADDITIONAL (9) BBLs OF LOOSE PRODUCTS. WE COULD NOT USE CARGO SUCTION DROPS BECAUSE THEY WERE STOPPED UP WITH SOLID, HARD PRODUCTS. USED YARD HOSES IN TANKS.

2212  
2221

TANK BARGE "AO-27"  
ASHLAND OIL COMPANY

2

INVOICE 1-1(95)  
JANUARY 19,1995

2. REMOVED CARGO TANK SUCTION DROPS IN TANKS. NECESSARY TO REMOVE HARD PRODUCTS. #1 STB REMOVED DECK HEADER VALVE TO REMOVE PRODUCTS IN SUCTION PIPING ALL THE WAY TO DECK. ALSO HAD TO REPLACE PIPELINE 8" TEE IN MIDDLE OF BARGE, CRACKED AND SPLIT, DAMAGED 8" TEE THAT WAS REPLACED, WAS SECURED AND LEFT ON BARGE. STEAMED AND BLEW CARGO PIPING AND FLUSH LINES. CHEMICALED, SCRAPED DECK AND WORK AREAS, AND TO REMOVE OIL AND GREASE CAUSED FROM PERSONNEL GETTING IN AND OUT OF TANKS. BARGE CLEANED AS MUCH AS POSSIBLE FOR CUSTOMER TO LOAD A CARGO OF DIESEL OR DISTILLATE TO FLUSH CARGO PIPING, PUMPS, AND TANKS.  
3398 MAN HRS LABOR @ \$20.00 PER MAN HR.....\$67,960.00
3. COMPETENT PERSON CHECKING VESSEL EACH WORK DAY AND RECORDING FINDINGS BEFORE START OF WORK.  
26 MAN HRS @ \$23.00 PER MAN HR..... 598.00
4. GAS FREE CHEMIST CERTIFICATE; SAFE FOR MEN AND FIRE INCLUDING BENZENE TEST.(COPY ATTACHED)..... 360.00
5. MATERIALS SUPPLIES, BOILER FUEL, AIR COMPRESSOR, CRANE, PUMPS, TRUCK, AND PROTECTIVE GEAR.
  - A. DIESEL FUEL..... 6,478.00
  - B. DETERGENT (VERMILLION RIP)..... 1,639.00
  - C. SLICKER SUITS, RUBBER GLOVES, RUBBER BOOTS, MEDICATED VASELINE AND VINEGAR, FLASHLIGHTS, BATTERIES, DECK HATCH GASKETS, DETERGENT..... 198.00
  - D. CHISEL SPADES (5") FOR AIR HAMMERS..... 232.00
  - E. 135 YARDS TOP SOIL AND SAND @ \$4.00 PER YARD. 540.00
  - F. CRANE TIME FOR REMOVING DUMP BOXES TO AND FROM BARGE AND TO DUMP MIXING SITE.  
52 MAN HRS, CRANE AND OPERATOR @ \$35.00 P/H. 1,820.00
  - G. ITEMS OF MATERIALS (A) THROUGH (E) \$9,087.00  
PLUS 10%..... 909.00
6. INVOICE AMOUNT DUE..... \$80,734.00







# S. B. A. SHIPYARDS, INC.

P.O. BOX 1386

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

7

TANK BARGE "AO-27"  
AND/OR OWNERS, AND/OR CHARTERS,  
ASHLAND OIL COMPANY  
P.O. BOX 391  
ASHLAND, KY 41114  
ATTN: ROB BRADFORD

INVOICE NO. 2-2(95)  
WORK ORDER NO. 1333A  
DATE FEB 09, 19 95  
P.O. NO. V-15087

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill: all time contracts are subject, without responsibility on our part, to delay in the case of strike, labor difficulties, fire or causes beyond our control: or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and / or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, wharfage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and / or indemnity and / or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

**WE INVOICE YOUR ACCOUNT FOR FINAL BILLING; HEATING COIL REMOVAL, TESTING AREAS OF DECK CUT OUTS, FINAL TANK CLEANING AND REMOVAL OF RAIN WATER, PAINTING ONE COAT OF EPOXY TO DECK INSERTS.**

INVOICE AMT DUE \$15,952.00

CHECKED BY:

*Carolyn L Kilburn*  
CAROLYN L. KILBURN



S.B.A. SHIPYARDS, INC.  
9040 CASTEX LDG.  
P.O. BOX 1386  
JENNINGS, LA 70546

TANK BARGE "AO-27"  
AND/OR OWNERS, AND/OR CHARTERS,  
ASHLAND OIL COMPANY  
P.O. BOX 391  
ASHLAND, KY 41114

INVOICE #2-2(95)  
W/O #1333a  
FEBRUARY 9, 1995  
P/O#V-15087

ATTN: ROB BRADFORD

WE INVOICE YOUR ACCOUNT FOR FINAL BILLING, HEATING COIL REMOVAL,  
TESTING AREAS OF DECK CUTOUTS, FINAL TANK CLEANING AND REMOVAL OF  
RAIN WATER, PAINTING ONE COAT OF EPOXY TO DECK INSERTS.

1. REMOVED UPPER AND LOWER LONGITUDE AND TRANSVERSE COILS,  
SUPPLIES, AND DISCHARGE PIPING. REMOVED FLUSHING PIPELINE  
SYSTEM. INSERTED DECK CUTOUTS AND WELDING INSIDE AND OUT.  
SCALED DECK WELDMENTS AND APPLIED COAT OF EPOXY TO ALL INSERTS.  
PLUGGED PUMP WHERE COILS REMOVED GROUND BURRS WHERE PIPE COVERING  
REMOVED.

572 MAN HRS @ \$24.00 PER MAN;WELDERS/FITTERS/LABORS....\$13,728.00

2. COMPETENT PERSON CHECKING VESSEL EACH DAY.

10 MAN HRS @ \$23.00 PER MAN HR..... 230.00

3. MATERIALS & SUPPLIES;

(A) FUEL FOR AIR COMPRESSOR, TRUCK, AND WELDING  
PORTABLE MACHINE. OXYGEN, FUEL GAS, 5/16,  
1/8, & 3/16 WELDING RODS, TORCH TIPS, FLASH  
LIGHT BATTERIES, LIGHT BULBS, AND GRINDING  
DISK.....\$ 910.00

(B) (15) 18"x15' 24 HOLES 1/8" HATCH  
GASKETS @ \$24.00 EACH..... 360.00

(C) 1.5 GALLONS EPOXY COATING & THINNER 32.00  
8'X9'6" OF 5/16"PLT INSERTS @.26... 266.00

(D) CRANE & TRUCK TIME /C OPERATOR &  
LABOR REMOVING PIPE FROM VESSEL TO  
LAND TO SCRAPE AREA..... 245.00

(E) MATERIALS & SUPPLIES COST ITEM #3 1,813.00  
A THROUGH E, \$1813.00 + 10%..... 181.00

LABOR MATERIAL & SUPPLIES COST..... 1,994.00

4. TOTAL LABOR, MATERIALS, AND SUPPLIES.....\$15,952.00

TANK BARGE "AO-27"  
ASHLAND OIL COMPANY

PAGE 2

INVOICE 2-2(95)  
FEBRUARY 9, 1995

5. U.S.C.G. INSPECTOR ADVISED HE WOULD LOG CLEANING AND COIL REMOVAL AND TESTING OF INSERTS, IN THEIR COMPUTER. ALSO I ADVISED THAT INTERNAL STRUCTURAL REPAIRS WOULD BE CARRIED OUT BY ASHLAND, WHEN VESSEL UNDER WENT INTERNAL AUDIO GAUGING IN THE EAST.





UNITED STATES OF AMERICA  
DEPARTMENT OF TRANSPORTATION  
UNITED STATES COAST GUARD

## TEMPORARY CERTIFICATE OF INSPECTION

This Temporary Certificate of Inspection is issued under the provisions of Title 46 United States Code, Section 399, in lieu of the regular certificate of inspection, and shall be in force only until the receipt on board said vessel of the original certificate of inspection. This certificate in no case to be valid after one year from the date of inspection.

VESSEL <b>AO 27</b>		OFFICIAL NUMBER <b>06006239</b>
CLASS <b>Tanker</b>	GROSS TONS <b>598</b>	HOME PORT <b>Not Documented</b>
OWNER/ADDRESS <b>ASHLAND OIL, Inc. P.O. Box 391 Ashland, KY 41114-0391</b>		OPERATOR/ADDRESS <b>- SAME -</b>

The following complement of licensed officers and crew is required to be carried; included in which there must be Certified Lifeboatmen and _____ Certified Tankermen:				
Master	Master & 1st Class Pilot	Able Seamen	Chief Engineer	Firemen/Watertenders
Chief Mate	Class Pilot	Ordinary Seamen	1st Asst. Engineer	Oilers
2nd Mate	Radio Officer	Deckhands	2nd Asst. Engineer	
Mate(s)	Operator(s)		Engineer(s)	

In addition the vessel may carry \_\_\_\_\_ other persons in the crew, \_\_\_\_\_ passengers, \_\_\_\_\_ persons in addition to the crew, and \_\_\_\_\_ Total persons allowed \_\_\_\_\_

Maximum steam pressure allowed <b>N/A</b> p.s.i.	DATE DRYDOCKED <b>06 OCT 89</b>
--	------------------------------------

ROUTE PERMITTED AND CONDITIONS OF OPERATION **LAKEs, BAYS & SOUNDs**

**TWO B-II GAS EXTINGUISHERS REQUIRED ONLY DURING TRANSFER OF CARGO OR OPERATION OF BARGE MACHINERY.**

INSPECTED AND APPROVED FOR THE CARRIAGE OF

**GRADE "D" & LOWER**

**NO NLS PRODUCTS UNDER SUBCHAPTER Q ALLOWED.**

Inspection of the above vessel was completed on **31 Aug 93** I HEREBY CERTIFY that on this date the vessel was in all respects in conformity with applicable vessel inspection laws and regulations prescribed thereunder.

OFFICER IN CHARGE, MARINE INSPECTION

**M. W. Brown**

INSPECTION ZONE

**Pittsburgh, Pennsylvania**

Survey Requested by SBA S/Y Vessel Owner or Agent ASHLAND OIL Date 3-16-93  
Vessel AO 5233 Type of Vessel TANK BARGE Specific Location of Vessel SBA S/Y  
Last Three (3) Cargoes NO. 6 O.L. ASPHALT Tests Performed O/LCY VISUAL / TOXIC Time Survey Completed 10:45AM

ALL CARGO TANKS (#1-5 PITS) - GENERALLY CLEAN, SOME HARD  
RESIDUE  
LESS THAN 0.5 PPM BENZENE  
ENTER WITH RESTRICTIONS \*  
\* AIR VENT. (MIN. 500 CFM)  
REQUIRED  
SAFE FOR HOT WORK  
FIREWATCH WITH CHARGED  
FIREHORE REQUIRED

FORWARD RAKE PITS (FORMERLY, DIPITS) SAFE FOR WORKERS  
FORWARD WING TANKS PITS SAFE FOR HOT WORK  
AFTER RAKE WINGS PITS AIR VENT. (MIN. 500 CFM)  
DECK STORAGE TANK REQUIRED IN WING TANK

STEAM COILS AIR BLOWN  
SAFE FOR HOT WORK  
WITH AIR ON COILS

CARGO LINES INERTED, OPEN  
DECK WHEEL PUMP

In the event of any physical or atmospheric changes adversely affecting the STANDARD SAFETY DESIGNATIONS assigned to any of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned Marine Chemist.

**QUALIFICATIONS:** Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

**STANDARD SAFETY DESIGNATIONS** (partial list, paraphrased from NFPA 306 Subsections 2-3.1 through 2-3.5, and Subsection 6-3.2)

**SAFE FOR WORKERS:** Means that in the compartment or space so designated: (a) the oxygen content of the atmosphere is at least 19.5 percent by volume; and that, (b) toxic materials in the atmosphere are within permissible concentrations; and that, (c) the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

**NOT SAFE FOR WORKERS:** Means that in the compartment or space so designated, the requirements of Safe for Workers have not been met.

**ENTER WITH RESTRICTIONS:** Means that in any compartment or space so designated, entry for work may be made only if conditions of proper protective equipment, clothing, and time are as specified.

**SAFE FOR HOT WORK:** Means that in the compartment so designated: (a) oxygen content of the atmosphere is at least 19.5 percent by volume, with the exception of inerted spaces or where external hot work is to be performed; and that, (b) the concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (c) the residues are not capable of producing a higher concentration than permitted by (b) above under existing atmospheric conditions in the presence of fire, and while maintained as directed on the Marine Chemist's Certificate; and further, that, (d) all adjacent spaces containing or having contained flammable or combustible materials have been cleaned sufficiently to prevent the spread of fire, or are satisfactorily inerted, or, in the case of fuel tanks or lube oil tanks, or engine room or fire room bilges, have been treated in accordance with the Marine Chemist's requirements.

**NOT SAFE FOR HOT WORK:** Means that in the compartment so designated, the requirements of Safe for Hot Work have not been met.

**SAFE FOR REPAIR YARD ENTRY:** Means that the compartments and spaces of the flammable cryogenic liquid carrier so designated: (a) have been tested by sampling at remote sampling stations, and results indicate the atmosphere tested to be above 19.5 percent oxygen, and less than 10 percent of the lower flammable limit, or (b) are inerted.

**CHEMIST'S ENDORSEMENT.** This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with NFPA 306 Control of Gas Hazards on Vessels and have found the condition of each to be in accordance with its assigned designation.

"The undersigned acknowledges receipt of this Certificate under Section 2-6 of NFPA 306 and understands conditions and limitations under which it was issued."

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed Neal Richard Company SBA

3-16-93 Date

Signed W.B. Hataway Marine Chemist Certificate No. 537

NOTE: THIS CERTIFICATE IS VALID ONLY ON MARINE VESSELS





# S. B. A. SHIPYARDS, INC.

P.O. BOX 1386

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

TANK BARGE "AO-B244"  
AND/OR OWNERS, AND/OR CHARTERS,  
ASHLAND OIL COMPANY  
P.O. BOX 391  
ASHLAND, KY 41114

INVOICE NO. 4-2(95)  
WORK ORDER NO. 1344  
DATE APR 11, 19 95  
P.O. NO. \_\_\_\_\_

ATTN: MR. ROB BRADFORD

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill: all time contracts are subject, without responsibility on our part, to delay in the case of strike, labor difficulties, fire or causes beyond our control: or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and / or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, wharfage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and / or indemnity and / or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

WE INVOICE YOUR ACCOUNT FOR PARTIAL BILLING FOR SHIFTING VESSEL IN AND OUT OF CLEANING AREA IN ORDER TO USE A CRANE AND DUMP BOXES, BARGE TO LAND BACK TO BARGE AS FOLLOWS;

1. OPENED CLEAN OUT HATCHES, CONNECTED HEADERS TO DOCK PUMP. BALLASTED AFTER RAKE TO BUTTERWORTH, WITH STEAM AND 180 DEGREE WATER AT 120# PSI, SHIFTED BALLAST WATER TO BOW RAKE TO WASH AFTER P/S TANKS SAFE FOR PERSONNEL TO WORK IN.
2. STARTED JACK HAMMERING AND BUCKETING OUT HARD AND SOFT PRODUCTS, SOME AREAS OF 18" DEEP IN #5 P/S TANK. AREAS OF #4 P/S A LOT OF SOFT MATERIALS SOME AREAS FAIRLY HARD. BUCKETED TO DECK TO DUMP BOXES TO LAND WITH CRANE AND BACK TO BARGE WITH BOXES.
3. LABOR FOR PERIOD 2-9-95 THROUGH 4-8-95;  
A) COMPETENT PERSON CHECKING VESSEL EACH WORK DAY AS REQUIRED; 21 MAN HRS @ \$23.00 PER MAN HR.\$ 483.00  
B) 2669 MAN HRS LABOR @ \$20.00 PER MAN HR... 53,380.00
4. MATERIALS/SUPPLIES; DIESEL FOR BOILERS,PUMPS, AIR COMPRESSOR, CRANE AND TRUCKS. VERMILLION RIP DETERGENT, RUBBER GLOVES,BOOTS, AND SLICKER SUITS; PAPER TAPE CHIPPING HAMMER 5" AND 2" CHISELS, FLASHLIGHTS & BATTERIES.. 7,657.00
5. CRANE, TRUCKS, FRONT END LOADER SERVICE, 50 HRS @ \$20.00 HR..... 1,000.00
6. TOTAL LABOR, MATERIALS, AND EQUIPMENT.....\$62,520.00

*add. started  
7/11/95  
F. W. Smith  
agony 400 - working day  
why - 85 - man in the day  
5250 - man in the day  
to Comp. Co.*

*Good luck  
& Mike  
50 ps  
50 ps  
130 ps  
130 ps  
130 ps  
130 ps  
130 ps  
130 ps*

CHECKED BY:

*Robert Z. Kieburm*



# S. B. A. SHIPYARDS, INC.

P.O. BOX 1386

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

TANK BARGE "AO-B244"  
and/or OWNERS, and/or CHARTERS,  
ASHLAND OIL COMPANY  
P.O. Box 391  
Ashland, KY 41114

INVOICE NO. 6-1(95)

WORK ORDER NO. 1344

DATE June 6, 19 95

P.O. NO. V15142

Attn: Mr. Rob Bradford

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill: all time contracts are subject, without responsibility on our part, to delay in the case of strike, labor difficulties, fire or causes beyond our control: or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and / or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, wharfage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and / or indemnity and / or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

We invoice your account for the FINAL INVOICE for completion of cleaning Ashland Tank Barge "AO-B244"

S.B.A. PARTIAL BILLING #4-2(95) paid \$62,520.00  
Invoice Amount Due FINAL BILLING 62,756.00  
TOTAL COST OF JOB \$125,276.00

CHECKED BY

*Carolyn L Kilburn*  
Carolyn L Kilburn

S.B.A. SHIPYARDS, INC.  
9040 CASTEX LDG.  
JENNINGS, LA 70546

INVOICE #6-1(95)  
WORK ORDER # 1344  
JUNE 5, 1995  
P/O #V15142

TANK BARGE "AO-B244"  
and/or OWNERS, and/or CHARTERS,  
ASHLAND OIL COMPANY  
P.O. BOX 391  
ASHLAND, KY 41114

ATTN: MR. ROB BRADFORD

FINAL INVOICE for completing the cleaning of Ashland Tank Barge  
"AO-B244" as follows;

1. Completed cleaning of heavy products from cargo tanks #1's P/S; #2's P/S; #3 Port, some hard, some hard, and some oily products. Used air jack hammer, shovels, and buckets to deck to dump boxes then to waste area on land with crane and back to barge with dump boxes.

Shifted barge back to cleaning plant de-ballasted forward rake tank. Ballasted aft rake tanks and #5's. Used diesel and Vermillion rip were sprayed in tanks before steaming and butterworthing. Butterworthed tanks, scraped and picked up from tanks after butterworthing then high pressure hand washed tanks, picking up remaining residue. De-ballasted after rakes and #5 P/S tanks. Opened pump well, cleaned, and re-secured pump clean out flange, steamed pipelines and air blew. Scraped and picked up residue from trunks and deck including deck boxes. To remove oil and products on deck due to personnel in and out of tanks. Products from barge placed on land in levied containment, mixed with slack lime, nitrogen, pit sand, and dirt.

2. Labor for completing cleaning;

a)	Competent person checking vessel each day and as required;	
	16 man hrs @ \$23.00 per man hr.....	\$ 368.00
b)	2810 man hrs @ \$20.00 per man hr.....	56,200.00



ASHLAND OIL COMPANY  
TANK BARGE "AO-B244"

PAGE 2

INVOICE #6-1(95)  
JUNE 5, 1995

3.	Materials, Equipment, and Supplies;	
a)	Diesel for Boilers, Compressors, Pumps, trucks, Crane and for mixing with detergent washing tanks internally.....	2,185.00
b)	Vermillion Rip Detergent.....	1,358.00
c)	Gloves, paper tape, flashlight batteries, and rubber boots;.....	142.00
d)	40-50# bags of Hydrated lime @ \$6.00 per...	240.00
	<del>40</del> 50# bags of Nitrogen @ \$7.00 per.....	140.00
	150 yards of pit sand/dirt @ \$4.00 per yard.	600.00
e)	Crane, trucks, back hoe and front end loader off loading dump boxes and equipment for mixing residue.	
	48 hrs @ \$20.00 per hour.....	960.00
f)	Item #3 1-5 materials equipment cost of \$5,625.00 + 10%.....	<u>563.00</u>
	INVOICE AMOUNT DUE.....	\$ 62,756.00
4.	S.B.A. PARTIAL BILLING #4-2(95) PAID.....	<u>62,520.00</u>
5.	COMPLETED JOB COST.....	\$125,276.00

NO 1344

SBA SHIPYARDS, INC.

# Work Order

Work Order No. 1344

ORDERED BY: Cardyn Kilburn

DATE 2/9/95

NAME OF VESSEL OR EQUIPMENT: AO - B244

" 300' x 52' x 16'

ORDERED BY: Ashland Oil

CUST. ORDER NO. Rob Bradford

DATE STARTED 2/8/95

DATE COMPLETED

DATE BILLED

INVOICE NO.

## WORK TO BE DONE:

- ① Competent Person to check vessel each day before work commencement. *and assigned*
- ② Gas free and clean; safe for men and safe for fire.
- ③ Has Free *Not Built* Chemist Certificate

RD DIST.: R.B. Donald Lopez Neal R. Smaihall Other :



# S. B. A. SHIPYARDS, INC.

P.O. BOX 1386

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

**SINGLE SKIN TANK BARGE "AO-35"  
and/or OWNERS, and/or CHARTERS  
ASHLAND OIL COMPANY  
P.O. BOX 391  
ASHLAND KY 41114**

INVOICE NO. 6-3(95)

WORK ORDER NO. 1355

DATE JUNE 20, 1995

P.O. NO. V156909

## RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill: all time contracts are subject, without responsibility on our part, to delay in the case of strike, labor difficulties, fire or causes beyond our control: or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and / or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, wharfage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and / or indemnity and / or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

**WE INVOICE YOUR ACCOUNT FOR CLEANING (8) COILED CARGO TANKS OF  
HEAVY RESIDUE IN VESSEL "AO-35"**

**INVOICE AMOUNT DUE \$31,373.00**

CHECKED BY:

*Carolyn L. Kilburn*  
CAROLYN L. KILBURN

*Paul 7-30-95*



S.B.A. SHIPYARDS, INC.  
9040 CASTEX LDG.  
JENNINGS, LA 70546

INVOICE #6-3(95)  
W/O # 1355  
JUNE 20, 1995  
P/O # V156909

SINGLE SKIN TANK BARGE "AO-35"  
and/or OWNERS, and/or CHARTERS,  
ASHLAND OIL COMPANY  
P.O. BOX 391  
ASHLAND, KY 41114

ATTN: MR. ROB BRADFORD

WE INVOICE YOUR ACCOUNT FOR CLEANING (8) COILED CARGO TANK OF  
HEAVY RESIDUE AS FOLLOWS;

1. SHIFTED VESSEL TO CLEANING PLANT. STEAMED AND HOT WATER  
WASHED, SAFE FOR PERSONNEL TO WORK IN TANKS. AFTER BALLASTING  
FORWARD AND AFT RAKES, REMOVED APPROXIMATELY 360 BBLs OF PRODUCT  
FROM (8) CARGO TANKS, SOME OF IT HARD AND SOME SOFT WITH SHOVELS  
AND JACK HAMMERS. BUCKETED OUT PRODUCT TO DECK DUMP BOXES AND  
THEN TO LAND WITH CRANE FOR MIXING WITH SLACK LIME, TOP SOIL, PIT  
SAND, AND NITROGEN. DE-BALLASTED FORWARD RAKE TANKS; BALLASTED  
AFTER RAKE AND CARGO TANKS. CHEMICALED CARGO TANKS WITH DETER-  
GENT AND DIESEL. RESTEAMED AND BUTTERWORTHED, HANDWASHED, AND  
SCALED COILS AND PIPE LINE AFTER BUTTERWORTHING. HAND WASHED AND  
PICKED UP REMAINING RESIDUE. STEAMED DECK CARGO PIPING AND  
CLEANED POLLUTION BOXES. DE-BALLASTED AFTER RAKE TANKS, REMOVED  
SAND AND RESIDUE FROM DECK AND HATCHES, RESECURED BUTTERWORTH  
HATCHES. COILS LEAKING IN #1 AND #4 PORT TANKS, MARKED AS  
REQUESTED.

1368 MAN HRS @ \$20.00 PER MAN HR.....\$27,360.00  
10 MAN HRS COMPETENT PERSON @ \$23.00 PER MAN HR..... 230.00

2. MATERIALS, EQUIPMENT, AND SUPPLIES;

A) DIESEL FOR BOILERS, COMPRESSORS, CRANE, TRUCKS,  
AND PUMPS; 2632 GALS @ \$.62..... 1,632.00  
B) DETERGENT- VERMILLION RIP 105 GALS @ \$8.23 PER  
GAL..... 864.00  
C) RUBBER GLOVES, PAPER TAPE, AND PROTECTIVE GEAR 66.00  
D) CRANE, WINCH TRUCKS, AND FRONT END LOADER; 28  
HRS @ \$20.00 PER HR..... 560.00  
E) SAND AND TOP SOIL 65 YARDS @ \$4.00 PER YARD... 260.00  
F) (6) SCKS SLACK LIME @ \$6.00 PER 50LB SACK..... 36.00  
G) (3) SCKS NITROGEN @ \$7.00 PER 50LB SACK..... 21.00

3. MATERIALS COST, EQUIPMENT COST ITEM #2 \$3,439.00

X .10%..... 344.00

4. INVOICE AMOUNT DUE.....\$31,373.00

No 1355

SBA SHIPYARDS, INC.

# Work Order

Work Order No. 1355

PREPARED BY: Carolyn L Kilburn DATE 5/15/95

NAME OF VESSEL OR EQUIPMENT: AO-35 - Ashland Oil

OWNER: Ashland Oil CUST. ORDER NO.

DATE STARTED 5/15/95 DATE COMPLETED

DATE BILLED INVOICE NO.

## WORK TO BE DONE:

- 1) Clean, gas free, and remove heavy products from main tanks and flushing the coils.

S.B.A. SHIPYARDS, INC.  
9040 CASTEX LDG.  
JENNINGS, LA 70546

INVOICE # 7-8(95)  
W/O # 1361  
JULY 20, 1995  
P/O#

SINGLE SKIN TANK BARGE "AOC-253"  
and/or OWNERS, and/or CHARTERS,  
ASHLAND OIL COMPANY  
P.O. BOX 391  
ASHLAND, KY 41114

ATTN: ROB BRADFORD

WE INVOICE YOUR ACCOUNT FOR PARTIAL BILLING 6/12/95 TO 7/15/95  
FOR SHIFTING VESSEL TO AND FROM CLEANING AREA IN ORDER TO USE  
CRANE AND DUMP BOXES, BARGE TO LAND AND BACK TO BARGE AS FOLLOWS;

1. OPENED CLEAN OUT HATCHES, CONNECTED DECK HEADERS, BARGE TO  
DOCK PUMP. BALLASTED BARGE TO BUTTERWORTH WITH STEAM AND HOT  
WATER, CLEANED SAFE FOR PERSONNEL TO WORK IN, REMOVING AS  
MUCH PRODUCTS AS WOULD WASHOUT. CONNECTED AIR PUMP TO SPRINKLER  
SYSTEM, USING RIVER WATER TO COOL DECK, DUE TO EXTREME HEAT.  
SANDED AREAS OF DECK TO TRY AND KEEP AS CLEAN AS POSSIBLE, DUE TO  
PERSONNEL IN AND OUT OF DECK HATCHES. SHOVELED, JACK HAMMERED,  
AND BUCKETED OUT APPROXIMATELY 720 BBLs OF PRODUCTS. (4) CARGO  
TANKS SPRAYED TANKS WITH DIESEL AND VERMILLION RIP DETERGENT  
AFTER PICK UP.

2363 MAN HRS @ \$20.00 PER MAN HR.....\$47,260.00

2. COMPETENT PERSON CHECKING VESSEL EACH DAY BEFORE  
WORK COMMENCEMENT.

14 HRS @ \$23.00 PER MAN HR..... 322.00

3. EQUIPMENT MATERIALS AND SUPPLIES;

A) DIESEL FOR BOILERS, COMPRESSOR, PUMPS, AND TRUCKS

5690 GALLONS @ \$.69 PER GALLON..... 3,926.00

B) 125 GALLONS OF RIP @ \$8.23 PER GALLON..... 1,029.00

C) RUBBER GLOVES, BROWN TAPE, 2 BOXES OF TIDE..... 144.00

E) MATERIALS AND SUPPLIES COST \$5,099.00 + 10%..... 510.00

4. LIME, NITROGEN, AND SAND..... 332.00

5. CRANE, LOADER, AND TRUCK TIME 26 HRS @ \$20.00 P/H 520.00

6. TOTAL LABOR, MATERIALS, AND EQUIPMENT FOR PERIOD\$54,043.00



NO 1361

SBA SHIPYARDS, INC.

# Work Order

Work Order No. 1361

PREPARED BY: CAROLYN L. KILBURN

DATE 06-12-95

NAME OF VESSEL OR EQUIPMENT: "AOC - 253"

OWNER: Ashland Oil Co.

CUST. ORDER NO.

DATE STARTED 06-12-95

DATE COMPLETED

DATE BILLED

INVOICE NO.

## WORK TO BE DONE:

1. GAS free and clean 6 tanks. Dig and bucket out any residue.  
c/p. Competent Person to check vessel each day before work commencement.



# S. B. A. SHIPYARDS, INC.

P.O. BOX 1386

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

SINGLE SKIN BOX BARGE "AOC-253" 7  
and/or OWNERS, and/or CHARTERS  
ASHLAND OIL COMPANY  
P.O. BOX 391  
ASHLAND, KY 41114  
ATTN: MR. ROB BRADFORD

INVOICE NO. 8-3(95)  
1361  
WORK ORDER NO. \_\_\_\_\_  
DATE AUG 22, 1995  
P.O. NO. V1569311

## RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill: all time contracts are subject, without responsibility on our part, to delay in the case of strike, labor difficulties, fire or causes beyond our control: or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and / or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, wharfage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and / or indemnity and / or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

1. WE INVOICE YOUR ACCOUNT FOR THE FINAL BILLING FOR COMPLETING  
CLEANING OF 2 AFTER TANKS, CHEMICALING 2 AFTER TANKS, SHIFTING  
BACK TO CLEANING PLANT CONNECTING SHORE PUMP. BUTTERWORTHING ALL  
EIGHT CARGO TANKS, AFTER BALLASTING AFTER RAKES. SCRAPED AND  
PICK UP PRODUCTS REMAINING AFTER BUTTERWORTHING, TO DUMP BOXES  
DECK TO STORAGE PILE WITH CRANE. SCRAPED AND CHEMICALED DECK AND  
PIPELINES. PICKED UP SAND ON DECK PRESSURE WASHED DECK. SHIFTED  
BARGE AWAY FROM CLEANING PLANT AWAITING PICK UP BY ASHLAND.  
7/16/95 UNTIL 8/18/95.

1286 MAN HRS @ \$20.00 PER MAN HR.....\$25,720.00

2. COMPETENT PERSON CHECKING VESSEL AS REQUIRED

10.5 HRS @ \$23.00 PER MAN HR..... 242.00

3. EQUIPMENT, MATERIALS, AND SUPPLIES;

A) DIESEL FOR BOILERS, COMPRESSORS, CRANE, PUMPS

AND TRUCKS 1733 GAL @ \$.71 PER GAL..... 1,230.00

B) VERMILLION RIP-DETERGENT 85 GAL @ \$8.25 PER GAL 701.00

C) RUBBER GLOVES, BROWN TAPE, LARGE BOX TIDE, AND

BATTERIES..... 52.00

D) MATERIALS & SUPPLIES COST \$1,983.00 + 10%..... 198.00

E) CRANE, TRUCKS, AND LOADER TIME 12 HRS @ \$20.00

PER HR..... 240.00

F) SLACK LIME, NITROGEN, CEMENT WASH SAND..... 238.00

TOTAL LABOR, MATERIALS, & EQUIPMENT FOR PERIOD....\$28,621.00

THIS INVOICE \$28,621.00

PARTIAL BILL 7/8/95 54,043.00

TOTAL AMT DUE \$82,664.00

CHECKED BY:

*Carolyn I. Kilburn*

CAROLYN I. KILBURN

SBA SHIPYARD	ASHLAND OIL	8-31-95
Survey Requested by	Vessel Owner or Agent	Date
HBL 3009	TANK BARGE	SBA, JENNINGS LA
Vessel	Type of Vessel	Specific Location of Vessel
ALPHALT (Y3)	O <sub>2</sub> , LEL, VISUAL	1200
Last Three (3) Cargoes	Tests Performed	Time Survey Completed

CARGO TANKS No's 1-2 - 20.8% O<sub>2</sub>, 0% LEL, COLD ASPHALT BOTTOMS.  
(1) ENTER WITH RESTRICTIONS - SAFE FOR HOT-WORK  
(2) MAINTAIN FORCED-AIR VENTILATION (MIN 1000 CFM)  
ENTRANTS TO WEAR PETROLEUM RESISTANT CLOTHING, BOOTS,  
GLOVES, AND FULL-FACE RESPIRATOR WITH ORGANIC VAPOR  
CARTRIDGES OR SUPPLIED AIR. MAX ENTRY 12 HRS/DAY  
(2) HOT-WORK LIMITED TO EXTERNAL WELDING TO REPAIR FRANCHES  
ALONG LOWER STBD KNUCKLE AT BULKHEADS BETWEEN No's 1-2  
AND 3-4 WING DOUBLE BOTTOM AND AT 3RD VEB FRAME AFT  
OF B'HEAD BETWEEN No's 2-3 WING DOUBLE BOTTOM. CARGO  
RESIDUES REMOVED FROM WORK AREAS, SAWD LAID IN.  
ALSO, HEATING COIL RISER AT FOOT OF LADDER IN No.1 CARGO  
TANK - WET FIRE BLANKET IN PLACE BENEATH WORK AREA  
FIRE WATCH WITH CHARGED HOSE REQUIRED.

WING DOUBLE BOTTOMS No's 1-2-3-4-5-6 Port & Starboard 20.8% O<sub>2</sub>, 0% LEL  
Bow Rack Void SAFE FOR WORKERS  
STERN Rack Void SAFE FOR HOT-WORK  
(3) MAINTAIN FORCED AIR VENTILATION (MIN 500 CFM)

STEAM COILS - BLOWN WITH STEAM AND AIR - SAFE FOR HOT-WORK

CARGO TANK No. 3 - 20.8% O<sub>2</sub>, 0% LEL - NOT SAFE FOR WORKERS NOT SAFE FOR HOT-WORK

In the event of any physical or atmospheric changes adversely affecting the STANDARD SAFETY DESIGNATIONS assigned to any of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned Marine Chemist.

**QUALIFICATIONS:** Movement of vessels from original location, transfer of ballast, or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

**STANDARD SAFETY DESIGNATIONS** (partial list, paraphrased from NFPA 306 Subsections 2-3.1 through 2-3.5, and Subsection 6-3.2)

**SAFE FOR WORKERS:** Means that in the compartment or space so designated: (a) the oxygen content of the atmosphere is at least 19.5 percent by volume; and that, (b) toxic materials in the atmosphere are within permissible concentrations; and that, (c) the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

**NOT SAFE FOR WORKERS:** Means that in the compartment or space so designated, the requirements of Safe for Workers have not been met.

**ENTER WITH RESTRICTIONS:** Means that in any compartment or space so designated, entry for work may be made only if conditions of proper protective equipment, clothing, and time are as specified.

**SAFE FOR HOT WORK:** Means that in the compartment so designated: (a) oxygen content of the atmosphere is at least 19.5 percent by volume, with the exception of inerted spaces or where external hot work is to be performed; and that, (b) the concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (c) the residues are not capable of producing a higher concentration than permitted by (b) above under existing atmospheric conditions in the presence of fire, and while maintained as directed on the Marine Chemist's Certificate; and further, that, (d) all adjacent spaces containing or having contained flammable or combustible materials have been cleaned sufficiently to prevent the spread of fire, or are satisfactorily inerted, or, in the case of fuel tanks or lube oil tanks, or engine room or fire room bilges, have been treated in accordance with the Marine Chemist's requirements.

**NOT SAFE FOR HOT WORK:** Means that in the compartment so designated, the requirements of Safe for Hot Work have not been met.

**SAFE FOR REPAIR YARD ENTRY:** Means that the compartments and spaces of the flammable cryogenic liquid carrier so designated: (a) have been tested by sampling at remote sampling stations, and results indicate the atmosphere tested to be above 19.5 percent oxygen, and less than 10 percent of the lower flammable limit, or (b) are inerted.

**CHEMIST'S ENDORSEMENT.** This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with NFPA 306 Control of Gas Hazards on Vessels and have found the condition of each to be in accordance with its assigned designation.

"The undersigned acknowledges receipt of this Certificate under Section 2-6 of NFPA 306 and understands conditions and limitations under which it was issued."

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed Paul Webster 8/31/95 Date 8/31/95 Signed Paul Webster #675  
Name Company Date Marine Chemist Certificate No

NOTE: THIS CERTIFICATE IS VALID ONLY ON MARINE VESSELS







AD. B244

Estimate. HBL 3009.

man hrs - 2669  
Comp. Pen 24  
Comp. 16

material 2000<sup>00</sup>  
mats 7000<sup>00</sup>  
18000<sup>00</sup>

2810

5516<sup>20</sup>

110320

1500

20' x 49' x 4'

Box Size -

7000 mm @ 20' 10

75 day

7320 - man hrs @ 20' = 146400'

Material & Supply

15.000<sup>00</sup>  
168400<sup>00</sup>

Prebly Cost

100 hundred day - 100 men -

75 or

60.000<sup>00</sup>  
228400<sup>00</sup>

(45. BBL  
7,056. BBL)

6.9d. Rev Cubic Foot - 24 gal.

Called Rob. Bradford - left  
quote on - Phone 11-22-95

HBL-3009-



2-28-97

mailed - Lab. test results -  
Copies to Bradford - as  
requested of Products in Oil  
Tank # 4. 26,000 BBL  
Barge - Said may have a  
Sale For Some of the residue





316 Mecca Drive  
Lafayette, LA 70508-3306  
Telephone (318) 235-0483

**SHERRY LABORATORIES**  
INDIANA LOUISIANA OKLAHOMA  
*James Laboratories*

P.O. Box 81816  
Lafayette, LA 70598-1816  
Fax 318-233-6540  
800-737-2378

Page 1 SHERRY LABS LA REPORT Work Order # 95-07-196  
Received: 07/10/95 08/01/95 10:31:47

REPORT SBA SHIPYARD PREPARED SHERRY LABORATORIES LOUISIANA  
TO P O BOX 1386 BY P O BOX 81816  
JENNINGS LA 70546 316 MECCA DRIVE  
LAFAYETTE LA 70598-1816  
ATTN LOUIS SMAIHALL ATTN ENVIRONMENTAL LABORATORY  
PHONE (318) 235-0483  
CLIENT SBA SHIPYARD SAMPLES 2 CONTACT CARLYLE  
COMPANY SBA SHIPYARD JERRY LANDRY SHARON FIEST  
FACILITY VICE-PRESIDENT/LAB MANAGER QUALITY ASSURANCE OFFICER

WORK ID BS&W ASHLAND OIL BARGE  
TAKEN 7/7/95  
TRANS UPS  
TYPE SOIL  
P.O. #   
INVOICE under separate cover

**SAMPLE IDENTIFICATION**

01 GROUP #1 WEST FILE  
02 GROUP #2 EAST FILE

**TEST CODES and NAMES used on this workorder**

AGTCLP SILVER IN TCLP EXTRACT  
ASTCLP ARSENIC IN TCLP EXTRACT  
BATCLP BARIUM IN TCLP EXTRACT  
CDTCLP CADMIUM IN TCLP EXTRACT  
CRTCLP CHROMIUM IN TCLP EXTRACT  
HGTCLP MERCURY IN TCLP EXTRACT  
PBTCLP LEAD IN TCLP EXTRACT  
SETCLP SELENIUM IN TCLP EXTRACT  
TCLPE TCLP EXTRACTABLES  
TCLPV TCLP VOLATILES



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# SHERRY LABORATORIES

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*James Laboratories*

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Lafayette, LA 70598-1816  
Fax 318-233-6540  
800-737-2378

LAB I.D. 9507196-01A DATE REPORTED: 08/01/95

SAMPLE DESCRIPTION GROUP #1 WEST PILE

DATE COLLECTED: 07/07/95

  
LABORATORY REPRESENTATIVE

<u>ANALYSIS</u>	<u>ANALYST</u>	<u>DATE ANALYZED</u>	<u>ANALYTICAL METHOD</u>	<u>DETECTION LIMIT (ppm)</u>	<u>RCRA LIMIT</u>	<u>RESULT (mg/l)</u>
SILVER IN TCLP EXTRACT	TS	07/26/95	EPA 200.7	0.007 ppm	5.0 ppm	BDL
ARSENIC IN TCLP EXTRACT	TS	07/18/95	EPA 206.3	0.00004 ppm	5.0 ppm	0.00236
BARIUM IN TCLP EXTRACT	TS	07/26/95	EPA 200.7	0.004 ppm	100.0 ppm	1.60
CADMIUM IN TCLP EXTRACT	TS	07/26/95	EPA 200.7	0.005 ppm	1.0 ppm	BDL
CHROMIUM IN TCLP EXTRACT	TS	07/26/95	EPA 200.7	0.007 ppm	5.0 ppm	BDL
MERCURY IN TCLP EXTRACT	TS	07/19/95	EPA 245.1	0.00002 ppm	0.20 ppm	BDL
LEAD IN TCLP EXTRACT	TS	07/26/95	EPA 200.7	0.050 ppm	5.0 ppm	BDL
SELENIUM IN TCLP EXTRACT	TS	07/18/95	EPA 270.3	0.00004 ppm	1.0 ppm	0.00048



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800-737-2378

LAB I.D. 9507196-01A DATE REPORTED: 08/01/95

SAMPLE DESCRIPTION GROUP #1 WEST FILE  
DATE COLLECTED: 07/07/95

*Jerry Landry*  
LABORATORY REPRESENTATIVE

TCLP EXTRACTABLES  
METHOD(S) 8015/8080/8150/8270

TCLP VOLATILES  
METHOD(S) 8015/8020/8240

EXTRACTED 07/13/95 INJECTED 07/17/95

ANALYZED 07/17/95 ANALYST SLI

ANALYST SLI

Analyte	RCRA LIMIT (ppm)	Result (ppm)
chlordane **	0.03	NA
m-cresol	200.0	0.40
o-cresol	200.0	0.30
p-cresol	200.0	0.40
1,4 dichlorobenzene	7.5	BDL
2,4 dinitrotoluene	0.13	BDL
endrin *	0.02	NA
heptachlor *	0.008	NA
hexachloro-1,3-butadiene	0.5	BDL
hexachlorobenzene	0.13	BDL
hexachloroethane	3.0	BDL
lindane ***	0.4	NA
methoxychlor ****	10.0	NA
nitrobenzene	2.0	BDL
pentachlorophenol	100.0	BDL
pyridine	5.0	BDL
2,4,5 trichlorophenol	400.0	BDL
2,4,6 trichlorophenol	2.0	BDL
toxaphene ***	0.5	NA
2,4-D ****	10.0	NA
2,4,5-TP (silvex) ***	1.0	NA

**SURROGATES**

2-FLUOROBIPHENYL	99%
NITROBENZENE-D5	68%
TERPHENYL-D14	82%
PHENOL-D5	32%
2-FLUOROPHENOL	73%
2,4,6 TRIBROMOPHENOL	73%

Analyte	RCRA LIMIT (ppm)	Result (ppm)
benzene	0.50	0.26
carbon tetrachloride	0.50	BDL
chlorobenzene	100.0	BDL
chloroform	6.0	BDL
1,2-dichloroethane	0.50	BDL
1,1-dichloroethylene	0.70	BDL
methyl ethyl ketone	200.0	BDL
tetrachloroethylene	0.7	BDL
trichloroethylene	0.5	BDL
vinyl chloride	0.20	BDL

**SURROGATES**

1,2-dichloroethane-d4	98%
toluene-d8	109%
bromofluorobenzene	103%

All detection limits at or below RCRA limits  
except where noted.

Volatiles detection limit	= 0.10 ppm.
Extractables detection limit	= 0.10 ppm.
Extractables detection limit *	= 0.008 ppm.
Extractables detection limit **	= 0.03 ppm.
Extractables detection limit ***	= 0.4 ppm.
Extractables detection limit ****	= 1.0 ppm.





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INDIANA LOUISIANA OKLAHOMA  
*James Laboratories*

P.O. Box 81816  
Lafayette, LA 70598-1816  
Fax 318-233-6540  
800-737-2378

LAB I.D. 9507196-02A DATE REPORTED: 08/01/95

SAMPLE DESCRIPTION GROUP #2 EAST FILE

DATE COLLECTED: 07/07/95

  
LABORATORY REPRESENTATIVE

<u>ANALYSIS</u>	<u>ANALYST</u>	<u>DATE ANALYZED</u>	<u>ANALYTICAL METHOD</u>	<u>DETECTION LIMIT (ppm)</u>	<u>RCRA LIMIT</u>	<u>RESULT (mg/l)</u>
SILVER IN TCLP EXTRACT	TS	07/26/95	EPA 200.7	0.007 ppm	5.0 ppm	BDL
ARSENIC IN TCLP EXTRACT	TS	07/18/95	EPA 206.3	0.00004 ppm	5.0 ppm	0.00102
BARIUM IN TCLP EXTRACT	TS	07/26/95	EPA 200.7	0.004 ppm	100.0 ppm	1.80
CADMIUM IN TCLP EXTRACT	TS	07/26/95	EPA 200.7	0.005 ppm	1.0 ppm	BDL
CHROMIUM IN TCLP EXTRACT	TS	07/26/95	EPA 200.7	0.007 ppm	5.0 ppm	BDL
MERCURY IN TCLP EXTRACT	TS	07/19/95	EPA 245.1	0.00002 ppm	0.20 ppm	BDL
LEAD IN TCLP EXTRACT	TS	07/26/95	EPA 200.7	0.050 ppm	5.0 ppm	BDL
SELENIUM IN TCLP EXTRACT	TS	07/18/95	EPA 270.3	0.00004 ppm	1.0 ppm	0.00014



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James Laboratories

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Fax 318-233-6540  
800-737-2378

LAB I.D. 9507196-02A DATE REPORTED: 08/01/95

SAMPLE DESCRIPTION GROUP #2 EAST PILE

DATE COLLECTED: 07/07/95

*James Landry*  
LABORATORY REPRESENTATIVE

TCLP EXTRACTABLES  
METHOD(S) 8015/8080/8150/8270

TCLP VOLATILES  
METHOD(S) 8015/8020/8240

EXTRACTED 07/13/95 INJECTED 07/23/95

ANALYZED 07/17/95 ANALYST SLI

ANALYST SLI

Analyte	RCRA LIMIT (ppm)	Result (ppm)
chlordan <b>**</b>	0.03	<u>NA</u>
m-cresol	200.0	<u>0.17</u>
o-cresol	200.0	<u>BDL</u>
p-cresol	200.0	<u>0.17</u>
1,4 dichlorobenzene	7.5	<u>BDL</u>
2,4 dinitrotoluene	0.13	<u>BDL</u>
endrin <b>*</b>	0.02	<u>NA</u>
heptachlor <b>*</b>	0.008	<u>NA</u>
hexachloro-1,3-butadiene	0.5	<u>BDL</u>
hexachlorobenzene	0.13	<u>BDL</u>
hexachloroethane	3.0	<u>BDL</u>
lindane <b>***</b>	0.4	<u>NA</u>
methoxychlor <b>****</b>	10.0	<u>NA</u>
nitrobenzene	2.0	<u>BDL</u>
pentachlorophenol	100.0	<u>BDL</u>
pyridine	5.0	<u>BDL</u>
2,4,5 trichlorophenol	400.0	<u>BDL</u>
2,4,6 trichlorophenol	2.0	<u>BDL</u>
toxaphene <b>***</b>	0.5	<u>NA</u>
2,4-D <b>****</b>	10.0	<u>NA</u>
2,4,5-TP (silvex) <b>***</b>	1.0	<u>NA</u>

**SURROGATES**

2-FLUOROBIPHENYL	<u>87%</u>
NITROBENZENE-D5	<u>72%</u>
TERPHENYL-D14	<u>122%</u>
PHENOL-D5	<u>61%</u>
2-FLUOROPHENOL	<u>65%</u>
2,4,6 TRIBROMOPHENOL	<u>68%</u>

Analyte	RCRA LIMIT (ppm)	Result (ppm)
benzene	0.50	<u>BDL</u>
carbon tetrachloride	0.50	<u>BDL</u>
chlorobenzene	100.0	<u>BDL</u>
chloroform	6.0	<u>BDL</u>
1,2-dichloroethane	0.50	<u>BDL</u>
1,1-dichloroethylene	0.70	<u>BDL</u>
methyl ethyl ketone	200.0	<u>BDL</u>
tetrachloroethylene	0.7	<u>BDL</u>
trichloroethylene	0.5	<u>BDL</u>
vinyl chloride	0.20	<u>BDL</u>

**SURROGATES**

1,2-dichloroethane-d4	<u>97%</u>
toluene-d8	<u>110%</u>
bromofluorobenzene	<u>105%</u>

All detection limits at or below RCRA limits  
except where noted.

Volatiles detection limit	= 0.10 ppm.
Extractables detection limit	= 0.10 ppm.
Extractables detection limit *	= 0.008 ppm.
Extractables detection limit **	= 0.03 ppm.
Extractables detection limit ***	= 0.4 ppm.
Extractables detection limit ****	= 1.0 ppm.



316 Mecca Drive  
Lafayette, LA 70508-3306  
Telephone (318) 235-0483

**SHERRY LABORATORIES**  
INDIANA LOUISIANA OKLAHOMA  
*James Laboratories*

P.O. Box 81816  
Lafayette, LA 70598-1816  
Fax 318-233-6540  
800-737-2378

LAB I.D. 9507196-02B

DATE REPORTED: 08/01/95

SAMPLE DESCRIPTION GROUP #2 EAST PILE (DUP)

DATE COLLECTED: 07/07/95

  
LABORATORY REPRESENTATIVE

<u>ANALYSIS</u>	<u>ANALYST</u>	<u>DATE ANALYZED</u>	<u>ANALYTICAL METHOD</u>	<u>DETECTION LIMIT (ppm)</u>	<u>RCRA LIMIT</u>	<u>RESULT (mg/l)</u>
SILVER IN TCLP EXTRACT	TS	07/26/95	EPA 200.7	0.007 ppm	5.0 ppm	BDL
ARSENIC IN TCLP EXTRACT	TS	07/18/95	EPA 206.3	0.00004 ppm	5.0 ppm	0.00102
BARIUM IN TCLP EXTRACT	TS	07/26/95	EPA 200.7	0.004 ppm	100.0 ppm	2.11
CADMIUM IN TCLP EXTRACT	TS	07/26/95	EPA 200.7	0.005 ppm	1.0 ppm	BDL
CHROMIUM IN TCLP EXTRACT	TS	07/26/95	EPA 200.7	0.007 ppm	5.0 ppm	BDL
MERCURY IN TCLP EXTRACT	TS	07/19/95	EPA 245.1	0.00002 ppm	0.20 ppm	BDL
LEAD IN TCLP EXTRACT	TS	07/26/95	EPA 200.7	0.050 ppm	5.0 ppm	BDL
SELENIUM IN TCLP EXTRACT	TS	07/18/95	EPA 270.3	0.00004 ppm	1.0 ppm	0.00016





P.O. Box 81816  
Lafayette, LA 70598-1816  
Fax 318-233-6540  
800-737-2378 -

507196

[illegible]



# S. B. A. SHIPYARDS, INC.

P.O. BOX 1386

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

DOUBLE SKIN TANK BARGE "HBL-300" <sup>3009</sup>  
and/or OWNERS, and/or CHARTERS  
ASHLAND OIL COMPANY  
P.O. BOX 391  
ASHLAND, KY 41114  
ATTN: MR. ROB BRADFORD

INVOICE NO. 9-2(95)

1366

WORK ORDER NO.

DATE SEPT 20, 1995

V-156956

P.O. NO.

## RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill: all time contracts are subject, without responsibility on our part, to delay in the case of strike, labor difficulties, fire or causes beyond our control: or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and / or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, wharfage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and / or indemnity and / or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

**1. WE INVOICE YOUR ACCOUNT FOR THE CLEANING, REPAIRS TO LEAKS, INSPECTION REPAIRS AND INSTALLATION OF PUMP AS FOLLOWS;**

**INVOICE AMOUNT DUE \$25,281.00**

CHECKED BY:

Carolyn L. Kilburn  
CAROLYN L. KILBURN

S.B.A. SHIPYARDS, INC.  
9040 CASTEX LDG.  
JENNINGS, LA 70546

INVOICE# 9-2(95)  
W/O # 1366  
SEPT 20, 1995  
P/O # V-156956

DOUBLE SKIN TANK BARGE "HBL-3009"  
and/or OWNERS, and/or CHARTERS,  
ASHLAND OIL COMPANY  
P.O. BOX 391  
ASHLAND, KY 41114

ATTN: ROB BRADFORD

1. WE INVOICE YOUR ACCOUNT SHIFTING VESSEL TO CLEANING PLANT, CLEANING AS REQUIRED IN #1 AND #2 CARGO TANKS AND #1,2,3,&4 STB WING TANKS. IN ORDER TO MAKE REPAIRS TO AREAS OF LEAKS, MAIN TANKS TO WINGS AND REPAIR LEAKING STEAM COILS DROP IN #1 CARGO TANK AT CENTER DROP, HEADER TO PIPING IN #1 TANK. BALLASTED AFTER RAKE TO BUTTERWORTH #1 AND #2 CARGO TANKS. FOUND SPLIT IN STB BOTTOM KNUCKLE AT CORNER. PUMP AFTER RAKE AND REPAIRED BY FITTING AND WELDING BKT AND SPLIT SEAM. WELDED INSIDE AND OUT AFTER BALLASTING FWD RAKE TO RAISE STERN VOID LEAKS ABOVE WATER. PUMPED WATER FROM FWD RAKE AFTER REPAIRS ASTERN.

2. REMOVED AREAS OF PRODUCTS WHERE LEAKING INTO INTERBOTTOM TANK APPROXIMATELY 4 AREAS OF PRODUCT REMOVED IN STB #1 & 2 CARGO TANKS. CLEANED AREAS OF APPROXIMATELY 6' X 4' X 18 TO 24" DEEP. BARGE HAS HUGH PILES OF CARGO IN ALL 3 TANKS. PRODUCTS LEFT IN TANKS AFTER DIGGING OUT FOR REPAIRS. REPAIRED LEAKS FOUND IN WINGS BY CONTINUOUS WELD BOTH SIDES AND CUTTING STOP WATER IN LOPPED PLATES AND WELDED.

3. LABOR COAST ITEMS #1 AND #2

COMPETENT PERSON CHECKING VESSEL 9 HRS

@ \$23.00 PER MAN HR.....\$ 207.00

LABOR FOR CLEANING #1 & 2 CARGO TANKS &

WINGS FOR HOTWORK, TESTING REPAIRS BY

FILLING HOLES CLEANED OUT FOR REPAIRS

WITH WATER, REMOVED WATER 846 MAN HRS

@ \$22.00 PER MAN HR(INCLUDES WELDING

AND FITTING..... 18,612.00



4. USCG CERTIFICATE RENEWAL REQUIRED BY INSPECTOR;  
START POWER UNIT, RUN TO PROVE REMOTE SHUT DOWN. REMOVE (3) 2 1/2" VAC. REL. P/V VALVE TO SHOP RESEAT UPPER AND LOWER SEATS AND CLEAN SCREENS. INSTALL BACK ON HATCHES ABOARD VESSEL. CLEAN AND PRIME COAT TOP OF HATCHES, MAIN TANK REPAINT WITH WHITE DANGER, KEEP OUT ON (3) TANK HATCHES AS REQUIRED. PLACED TEMPORARY CERTIFICATE IN BOOK IN MAIL BOX ON BARGE. INSPECTION COMPLETED EXCEPT WING HATCH RENEWALS AS REQUESTED BY USCG.  
LABOR AND EQUIPMENT; 38 MAN HRS @ \$23.00 PER MAN HR..... 874.00
5. PUMP GEAR, GASKET AND WATSON SPICER SHAFT UNLOAD FROM FREIGHT LINE TRUCK. FOUND DAMAGED SHAFT AND GASKET, CALLED CONDITION FOUND TO MR. BRADFORD, LOADED PUMP AND GEAR ON HOT SHOT TRUCK FROM HOUSTON, TEXAS ASKED THAT GEAR BE INSTALLED ON PUMP TO PROTECT SHAFT. UNLOADED WHEN RETURNED FRIDAY EVENING LATE. INSTALLED ON BARGE 9/18/95. HAD TO SHIFT GEAR HEAD TO FIT EXISTING PIPING. HAD TO MOVE POWER UNIT 3/8" TO OUT BOARD ON FOUNDATION IN ORDER TO INSTALL NEW WATSON SPICER SHAFT. SLOT PUMP ENGINE FOUNDATION BOLTS IN AND RESECURED PUMP. REINSTALLED SHAFT GUARD; 30 MAN HRS @ \$23.00 PER MAN HR..... 690.00
6. SHERRY LABS COST TESTING PRODUCTS REMOVED FROM ASHLAND BARGES..... 1,500.00
7. MARINE CHEMIST CERTIFICATE FOR HOT WORK AND PERSONNEL..... 300.00
8. MATERIALS, SUPPLIES, AND EQUIPMENT;  
A) DIESEL FOR BOILERS, COMPRESSOR, DOCK PUMPS AND MIXING WITH VERMILLION RIP TO CLEAN HATCHES AND DECK..... 2,365.00  
B) VERMILLION RIP DETERGENT..... 210.00  
C) RUBBER GLOVES, BOOTS, HATCH GASKETS ON MAIN TANKS, SILICON SEALANT AND MISC... 89.00  
D) CRANE AND TRUCK TIME 5 HRS @ \$20.00... 100.00  
E) OXYGEN, FUEL GAS, AND RODS..... 52.00  
F) MATERIALS COAST OF \$2,816.00 + 10%... 282.00
9. TOTAL INVOICE AMOUNT DUE.....\$25,281.00

No 1366

SBA SHIPYARDS, INC.

## Work Order

Work Order No. 1366

PREPARED BY:

Louis Spachall

DATE

8-18-95-

NAME OF VESSEL OR EQUIPMENT:

Doubled Skin Tank Barge - HBL-3009

OWNER:

And for owners, and for Charter - Ashland Oil Co.  
PO Box 391 - Ashland Ky, 41114

CUST. ORDER NO.

PO#

Bridford

DATE STARTED

8-18-95-

DATE COMPLETED

DATE BILLED

INVOICE NO.

## WORK TO BE DONE:

1. Compt Person to check vessel -
2. Open - main Cargo tanks - and wing Voids to include the  
tanks Fore & aft - Check Vessel Wmgs to Find &  
repair leaks. under #1 or 2 - Cargo tank into inter Battn
3. Connect Steam lines - to Hard Supply - Check tanks  
For Steam leaks - and to Steam and Pump Products  
From - tanks leaks into inter Battn
4. Barge has USCG 835 - to repair leaks.
5. Have - Certified Chemist - to check Barge of too  
Cleaning tanks with keels into inter Battn -  
For Personnel & Hot Work required -
6. Products From tanks to be cleaned - to be Pumped  
into - #3 - after Cargo tanks - Hard Products  
in area of repairs - Bucket to - #3 - unless  
a Barrell, or two -
7. Have uscg Certificate renewal - Clean and  
Paint - main tank, Cargo Hatch top & External &  
Coat. DANGER & Keepout Signs - open wing  
Voids. Start Power unit & Prove. remote shutdown For uscg
8. Unload - load & unload Pump & gas head. Install on  
Barge when release from. Houston & Watson Spies 3/8"



to. hmq. Renum. Engine - Balls, mud. Engine -  
ahead. Banded Hales in Bed Foundation. Resecured  
Power unit. Installed Spicer shaft. 4. Shaft guard  
checked. Impeller clearance. reset mechanical seal  
38. man hr @. \$23.00 = 640.00

9. ~~Refit~~, ~~SAB~~. Ballast Fwd. Bk. - to - raise S+B. after  
Corner Frame water in order to raise Fracture  
in - knuckle. Refit. Fracture. Welded inside & out -  
Pumped Ballast Fwd. Bk. checked repairs  
for leaks.





# S. B. A. SHIPYARDS, INC.

P.O. BOX 1386  
JENNINGS, LOUISIANA 70546  
PHONE (318) 824-1519

ASHLAND OIL COMPANY  
P.O. BOX 391  
ASHLAND, KY 41114  
ATTN: ROB BRADFORD

INVOICE NO. 2-2(96)  
WORK ORDER NO. 1372  
DATE FEB 22, 19 96  
P.O. NO. #044-904-0000-34

## RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill: all time contracts are subject, without responsibility on our part, to delay in the case of strike, labor difficulties, fire or causes beyond our control: or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and / or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, wharfage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and / or indemnity and / or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

In connection with our Barge Cleaning Operations, S.B.A. is only responsible for the residue or products (B.S. & W.) that can be washed and pumped from the vessel. Any residue that has to be dug out, will be placed in containment or storage area, impounded, and become the property of the Barge or vessel owner, and must be moved from S.B.A. property for disposal within 90 days.

1. WE INVOICE YOUR ACCOUNT FOR HAVING SAYBOLT TAKE COMPOSITE SAMPLES OF WASTE OIL FROM S.B.A. O.T. BARGE #4 ON 11/6/95. SAYBOLT SHIPPED TO ASHLAND OIL CO, KENTUCKY ON 11/7/95 AS REQUESTED BY J.M HOFFMAN WITH ASHLAND. COPY OF INVOICE PAID BY S.B.A. SHIPYARDS, INC. IS ATTACHED.....\$ 352.00
2. LABOR AND EQUIPMENT; CAT 1 1/4 YARD FRONT END LOADER AND BACK HOE. LABOR TO PLACE LINERS IN ROLL OFF BOXES THAT WERE PICKED UP BY B.F.I. AND SHIPPED TO WELSH, LA LANDFILL. APPROXIMATELY 1200 TONS OF SOLID WASTE FROM ASHLAND BARGES.  
TOTAL LABOR AND EQUIPMENT 105 HRS @ \$35.00 PER MAN  
HR..... 3,675.00  
INVOICE AMOUNT DUE.....\$4,027.00

CHECKED BY:

  
CAROLYN L. KILBURN

*Handwritten notes and signature:*  
all  
2/21/96  


No 1372

SBA SHIPYARDS, INC.

## Work Order

Work Order No. 1372

PREPARED BY:

L. Marshall

DATE

11-6-95

NAME OF VESSEL OR EQUIPMENT:

Ashland oil - Co - PG Box  
391 - Ashland, Ky. 41114 -

OWNER:

CUST. ORDER NO.

Bradford -

DATE STARTED

11-6-95 -

DATE COMPLETED

DATE BILLED

INVOICE NO.

## WORK TO BE DONE:

1. Have Say built - Take Composite Samples.  
From - SBA - Barge #4 - Site to -  
Ashland - ~~Research~~ Research Dept. 11631  
U.S. Route - 23 - Catletts Barge -  
Kentucky - 41129 - Phone # 606-921-6724
2. Furnish loader & operator to load -  
Solid Waste From - Ashland Barge # Material  
to B.F.I. Trucks or - Dumpster - For -  
Solid waste land fill disposal -



# S. B. A. SHIPYARDS, INC.

P.O. BOX 1386

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

TANK BARGE "HBL-3009"  
and/or CHARTERS, and/or OWNERS,  
ASHLAND OIL COMPANY  
P.O. BOX 391  
ASHLAND, KY 41114  
ATTN: ROB BRADFORD

INVOICE NO. 3-2(96)

WORK ORDER NO. 1380

DATE MAR 11, 19 96

P.O. NO. P/O 044904-0000-

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: In the case of a vessel we have a lien upon the vessel for our bill: all time contracts are subject, without responsibility on our part, to delay in the case of strike, labor difficulties, fire or causes beyond our control: or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and / or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, wharfage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and / or indemnity and / or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

In connection with our Barge Cleaning Operations, S.B.A. is only responsible for the residue or products (B.S. & W.) that can be washed and pumped from the vessel. Any residue that has to be dug out, will be placed in containment or storage area, impounded, and become the property of the Barge or vessel owner, and must be moved from S.B.A. property for disposal within 90 days.

1. WE INVOICE YOUR ACCOUNT FOR INSTALLATION OF 24 (OWNER FURNISHED) HATCHES; ON WING TANKS AS REQUESTED BY U.S. COAST GUARD.

INVOICE AMOUNT \$3,639.00

CHECKED BY:

*Carolyn L. Kilburn*  
CAROLYN L. KILBURN

*Done 4-14-96  
Check memo*



S.B.A. SHIPYARDS, INC.  
9040 CASTEX LDG.  
P.O. BOX 1386  
JENNINGS, LA 70546

INVOICE #3-2(96)  
W/O 1380  
MARCH 11, 1996  
P/O #044904-0000-

TANK BARGE "HBL-3009"  
and/or OWNERS, and/or CHARTERS,  
ASHLAND OIL COMPANY  
P.O. BOX 391  
ASHLAND, KY 41114  
ATTN: ROB BRADFORD

1. WE INVOICE YOUR ACCOUNT FOR THE INSTALLATION OF 24  
(OWNER FURNISHED) HATCHES; ON WING TANKS AS REQUESTED  
BY U.S. COAST GUARD. TO CLOSE 1/4" GROVE, HATCH TO DECK.  
TOOK ABOUT (3) PASSES WITH 3/16" RODS AND ONE GOOD PASS  
INSIDE.

2. HAD U.S.C.G. WITNESS HOSE TEST WITH 65# WATER  
PRESSURE AS THERE WAS NO DECK PENETRATIONS. SCALED  
BRUSHED WELDMENTS, RECOATED WITH BRUSH, HATCHES  
INSIDE AND OUT WITH GREEN EPOXY COATING.

LABOR REQUIRED;

3 HRS COMPETENT PERSON CHECKING VESSEL @  
\$23.00 PER MAN HR.....\$ 69.00  
146 MAN HRS WELDERS @ \$23.00 PER MAN HR.... 3,358.00

3. MATERIALS AND SUPPLIES;

150# 3/16" FLEET 4 RODS.....\$125.61  
10 GALLONS GAS-PORTABLE  
WELDING MACHINES..... 12.50  
2 GALLONS GREEN EPOXY COATING 36.00  
1 GALLON THINNER..... 10.48  
MATERIALS COST.....\$184.59  
184.59 COST + 15%..... 27.41  
\$212.00 212.00  
INVOICE AMOUNT DUE.....\$3,639.00